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The Catskill Mountains

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THIS book is issued by the Passenger Department of The Ulster & Delaware Railroad Company. It is devoted to descriptive matter pertaining to the Catskill Mountains. It contains general information regarding the leading points of interest throughout the range; what and where they are, how to reach them and what to look for. It is an accurate guide book to the regions reached by this mountain railway system.



With the exception of the points reached by the railroads, the altitudes given in this book are in accordance with Prof. Guyot, who was the first to make accurate measurements of the Catskills some years ago.

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A RUSTIC SCENE NEAR GRAND GORGE

THE CATSKILL MOUNTAINS AND THE ULSTER AND DELAWARE SYSTEM—SUMMER REST AND WHERE TO FIND IT—SCENIC BEAUTY AND SANITARY ADVANTAGES—THE ONLY ALL-RAIL, STANDARD GAUGE ROUTE AND THROUGH CAR LINE.*****

*"It seems to me I'd like to go
Where bells don't ring, nor whistles blow,
Nor clocks don't strike nor gongs don't sound,
And I'd have stillness all around.*

*Not real still stillness, but just the trees'
Low whisperings or the hum of bees,
Or brooks' faint babbling over stones
In strangely, softly tangled tones.*

*Or maybe a cricket or katydid,
Or the songs of birds in the hedges hid,
Or just some such sweet sounds as these,
To fill a tired heart with ease.*

*Sometimes it seems to me I must
Just quit the city's din and dust
And get out where the sky is blue,
And say, now, how does it seem to you?"*

SUMMER
REST. . .

SUMMER REST. . . There is a science of summer rest, and the sooner this fact is realized and reckoned with the better it will be for all those who live in the temperate zones. In the United States the vacation habit has now grown chronic and confirmed among all classes. And yet it is surprising that so few of these intelligent American millions fully comprehend the real lesson of the doctrine of rest. Men and women in every walk of life, rich and poor alike, hustle along day after day through the busy months of each year between store or office and the home or club, in quest of the elusive dollar and the happiness and pleasure it may bring. Few ever stop to estimate the pace or measure



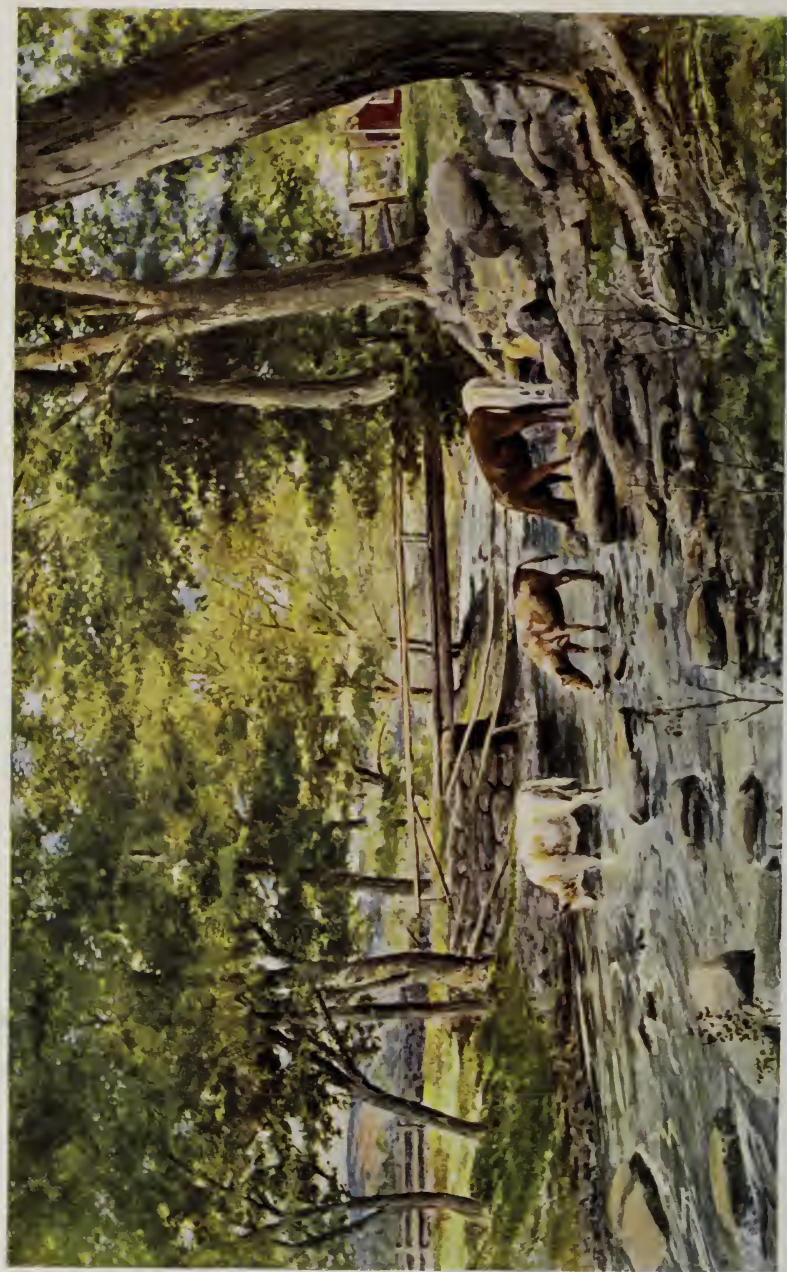
LOOKING UP THE WOODLAND VALLEY

the speed of their activities. It is a restless energy that pervades this land of ours and we rarely spare the time to look into the faces of our neighbors at home or abroad, or study their methods of life. The frail arteries of our existence are continually distended by the pressure of individual effort toward the supremacy and conquest over jostling rivals on every side. It is an ambitious age in which we live. But rather than seek to abate the noble energies and activities that so proudly characterize this epoch, shall we not learn to glean the fuel with which to feed the consuming fires of this glorious ambition, from the ample storehouses of nature in the wisest way? The careful conservation of vital force is the imperative lesson of the hour. Greater economy in the use and control of our bodies and brains is strictly enjoined. These houses of clay were not made to run at high pressure all the time. Nor will an ample supply of food suffice to repair all the waste. There must be stated periods of relaxation, recreation and absolute rest. Lost strength and vitality can be regained in no other way. A breath of Nature, uncontaminated by the dregs of city civilization, is the unfailing panacea. The flabby muscles and pale cheeks, the feeble respiration and the exhausted brain, all these beckon us away to the green hills and valleys.



*“ Where the long rustling curtains of generous trees
Hide the town with its cares and its folly;
Where the low, drowsy song of the loitering bees
Drowns out the buzz of the trolley.”*





IN THE BUSHNELLVILLE COUNTRY

**NEED OF
CHANGE.**

Another important aspect of the summer rest is the absolute need of change; a change of scene, thought and action. This is a dominant impulse in every human breast. No matter how salutary or delightful the normal environment may be, there is a monotonous routine which should be broken in upon. Whether in the line of untiring labor, dignified leisure, or consuming idleness, the need is the same. We must run away from bricks and mortar, the noise and dirt of the town and all its pleasures as well for a time, and go out among the hills and rocks, the green trees and fields, the waving meadows and orchards, the wild flowers and the filmy ferns, and bathe in the fresh air and pure sunshine of the country, where the brooks and the birds and the leaves whisper in loving tryst. To many this is yet a strange gospel, but thousands are beginning to realize that this summer vacation should bring not only a change of scene but a change of habit. In the great stillness of nature, peace and health go hand in hand, soothing relaxed muscles with the subtle touch of new power, and in the delicious land of day-dreams, the brain, sung almost to sleep by the hushed croonings of the cool breeze among the tree-tops, grows young and strong again. In the quiet of the grand cathedral of its Maker, even the soul forgets the battles, the down-falls, the cuts and scars of life's great contest and becomes something purer, stronger and more worthy of its origin.

In support of this theory of change of air and scene, may we not draw a lesson from the robust health and vigor of the nomadic Gypsy tribe, who wander from place to place? There are also biological laws which may account in some measure for the salutary effects of such change. The epoch of man's whole existence upon the earth having been so largely dominated by his roving habits as a savage hunter with no fixed place of abode, is it not reasonable to suppose that such habits, prevalent for ages, would be likely to leave a lasting impress on every cell and fibre of the human frame? It is therefore not improbable that a partial renewal of the conditions to which his constitution was originally adapted may contribute to a recovery of a normal state of health.



A DRIVEWAY IN TWILIGHT PARK

WHERE TO GO. . . . To thousands this is a momentous question that comes up for a new solution with each recurring season. When one thinks he has reached a final conclusion at the end of his vacation by deciding never to go to that place again, the intervening winter is very apt to dispel the notion, and he either goes back to the same locality or begins to wrestle with the question anew. Surely the subject is one of vital importance, and yet how common it is to consider only two or three of the secondary elements of the problem. A hasty comparison of prices, with the scenic and social attractions offered, the methods and cost of access and the decision is made. Too often this results in absolute failure and dissatisfaction, and the victim returns to his home disgusted with his waste of time and money, not only, but really tired out and utterly unfitted for work. The monetary aspect of the vacation, essential as it is, should never be allowed to overshadow the main object for which rest is actually required.

What manner of change do I need most? This is the great question to decide, and it is the easiest of the whole lot. An absolute change of air is the inevitable response which comes in asthmatic gasps from the exhausted lungs, half clogged by the organic atoms of the polluted city atmosphere. What you need is air at first-hand. For months you have been breathing a second-hand, warmed-over air whose identity and history you were fully content to leave in obscurity, sniffing a bit here and there, catching a whiff now and then as it floats out to sea for purification. Now you must pack your grip and flee to the distilleries of the skies, where the mystic breezes fling out their banners of invigorating welcome, and Nature sits enthroned to dispense her choicest gifts. And this brings us to the consideration of altitude, the hygienic importance of which as a factor in the summer vacation, is now so universally conceded.





DEEP HOLLOW NOTCH LAKE ON THE WAY TO WESTKILL

**THE IMPORTANCE
OF ALTITUDE. . . .**

For years past we have found that vigor and tone were imparted by a sojourn at mountain resorts a few thousand feet above the sea. First came the exhilarating effect and afterward the most positive and potential invigoration, which seemed to renew lost tissues and repair old ones. But the exact processes were not so easy to explain scientifically. It was discovered years ago that the blood of animals living in the higher altitudes absorbed more oxygen than those on the lower levels. Next, that his blood was richer in the coloring matter (hæmoglobin), and also that the number of red corpuscles was greatly augmented. Bearing in mind that the blood absorbs oxygen in the lungs and transfers it to the tissues of the body by means of these red corpuscles, the advantages of this increase of oxygen and its tiny carriers is at once apparent. The microbes of disease, which may have secured lodgment by any grievous unsanitary conditions of life, or by the exhausting cares and labor of business, are thus displaced and destroyed by this better nutrition of the body, and you are far better fortified to withstand any future assaults of this destructive nature. Such is an outline of the latest theory on this subject, which has now been accepted by the best medical authorities. And the practical lesson of it all is, beyond any question, that the best summer resort for the average dweller of the cities and plains in every hygienic aspect of the case, is the higher altitudes, the mountainous regions of the country.

Careful investigation has revealed other and more important ingredients in this mountain prescription. The cool air of the inland hills is a far different article from that found at the sea shore. Instead of the saturated product of moisture and condensation, the air is dry and strong from the rarefying processes peculiar to the laboratories of the skies.





THE FAMOUS STONY CLOVE

THE CATSKILL MOUNTAINS . . . As the observant reader may already have surmised from the perusal of the preceding pages, all reference to mountains in this little work means specifically the Catskill Mountains, the historic Catskills; the most picturesque and healthful mountain region on the globe, with its marvelous wealth of scenic charms, its fame is securely enshrined on the scroll of destiny. Made in a day, the towering crags grow in beauty and grandeur as the cycles of eternity roll silently on. Ever eloquent in their Creator's praise, they reach out a beckoning hand to enervated men and women the world over; to the discouraged and faltering worker, the unfortunate idler and successful man of business. All alike may here stand above the turmoils and the irksome pleasures of life and compare the boasted achievements of men with the mighty spectacle of earth and sky, which now fills the soul with awe and impresses one anew with his own insignificance.

WHERE AND WHAT THEY ARE. Little need be said perhaps concerning the location and structure of this most interesting group of mountains. For fifty years and more the region has been before the public as a summer resort and thousands of admiring visitors have journeyed to and fro each year. But there are many other thousands who have never yet seen the locality, and for these this book is mainly written. The modern processes of the pictorial art have indeed made some of the scenery familiar the world over, and with much pleasing and artistic accuracy. This cannot, however, be said so unreservedly of the vast mass of descriptive matter which has appeared in the public press from time to time. Much of this was mere imaginary drivel, misleading and fictitious, betraying the writer's unfamiliarity with his subject. In fact, one of our modern encyclopedias locates the entire range in Greene county, while it really traverses large parts of Ulster, Delaware and Schoharie counties as well, Ulster having perhaps the largest share. Another encyclopedic writer says the range is drained chiefly by the Catskill creek, while the fact is, that stream reaches only the eastern slope and does not begin to equal in importance the Esopus creek, which rises forty miles in the interior, not to mention the Schoharie creek, or the branches of the Delaware river.



A DRIVE IN THE WOODS.

These mountains are a spur of the great Appalachian system which extends along the Atlantic coast from Maine to Alabama. They cover a superficial area of some 2,400 square miles, and their general trend is from southeast to northwest or at right angles to every other group in this system. Coming up the Hudson, they burst into vision about ninety miles from the mouth of that river, and from eight to ten miles from the western shore at Kingston. Here they rise abruptly from the base over 3,000 feet in the air for miles along the eastern face, there being innumerable peaks, in the interior, three of which are over 4,000 feet in height. These peaks vary materially in physical structure and plastic form, and are geologically unlike ordinary mountain formations. Instead of the usual folds or fragments of arches, the rock is composed of piled up strata in the original horizontal position.

HOW THEY . . . Just how and at what period of the earth's
WERE FORMED. history these massive crags were formed, is still a question for the geologist of the future. The theory of a high plateau or mass of elevations, is still adhered to by the best authorities, including Prof. Arnold Guyot, the learned scientist, who made more careful investigation and personal examination of the Catskills than any other man of modern times. He believed that in prehistoric ages the earth contained tenfold more water than now, and therefore in that antediluvian epoch, water was the mighty agent in shaping the earth's surface. Glacial action is clearly indicated all through the range, some thirteen distinct visitations of this mighty propelling force, peculiar to the early ages of the world, having been traced. Other writers incline to the theory of upheaval from volcanic or other causes. But even they must resort to the doctrine of erosion as a subsequent or final process, in order to account for the various phenomenal forms here presented. The vast masses of conglomerate present all the conditions of quicksand as it existed just prior to its conversion into stone.

Thus at variance in trend, and other geological features, with the parent system, the Catskills must be regarded as anomalous also in plastic formation, being due to the erosive forces, and not to the ordinary process which has folded and shaped the other parts of the system.



THE MOUNTAIN GROUPS ARE EVERYWHERE.

TOPOGRAPHICAL DIVISIONS. They are divided into two groups by the Esopus creek. The northern group lies between the Esopus and Catskill creeks and extends from southeast to northwest in the form of an irregular parallelogram. This is shut in between two high border chains, ten or fifteen miles apart. That on the southwest is known as the central chain, or backbone of the entire group, extending from Overlook Mountain on the east to Mount Utsayantha on the west, a distance of over thirty-five miles. The other is the northeast border chain. The southeast end is closed by the short chain of High Peak; the northwestern by the high swell of plateaus which divide the headwaters of the Delaware and Susquehanna from those of the Schoharie and the Hudson. A striking peculiarity of this northern group is, that while its western end seems buried in the general plateaus of western New York, the mountains there rising but moderately above their base, its eastern end stands isolated on three sides by deep and broadly open valleys, projecting in all its height as a mighty promontory to within ten miles of the Hudson. This presents an imposing scene from that river. The Schoharie creek and its tributaries furnish the entire drainage for the interior highlands of the Catskills proper. This drainage which sends the waters all the way around to the Mohawk, to come back by the Hudson, after a course of 175 miles, to within ten miles of their starting point is certainly remarkable, and shows a very peculiar physical structure.

*“You fellers from the country—you keep away from town,
If you don’t want to unsettle things and get us upside down:
For you always leave a memory of the meadows and the streams
An’ I straightway get to wishin’ and to fishin’ in my dreams.
You fellers from the country—when you strike me at my desk,
The room begins to blossom an’ the street looks picturesque
And the roarin’ of the city, with its engines an’ its bells,
Seems to melt into the music of the mountains and the dells.
You fellers from the country—you get so much of life—
So little of its sorrows, of its tears and of its strife,
That I want to get off with you and just riot in your joy
And wade in your cool branches, like I used to when a boy.”*



ALONG THE DELAWARE RIVER NEAR BLOOMVILLE

**ORIGIN OF
NAME**

The precise origin of the name "Catskill" is somewhat obscure. Some writers aver that it was derived from the catamounts which infested the region, and Irving was among those sponsors. But there is scant authority or reason for this assumption. The name is found spelled in numerous ways in the ancient records, such as "Kaatskills," "Kaaterskill," "Katskill," "Cauterskill," "Cautskill," etc. It is believed to have been first applied during the Dutch domination over two centuries ago. And if this assumption is correct, Kaatskill or Kaaterskill would seem to be the proper orthography. The "kill" being Dutch for channel or creek. "Kaat" is also Dutch for cat, but the unusual abundance of the feline species, either wild or domestic, is not well established. The Indians are said to have called the mountains "Ontiora," meaning hills of the sky, where the Great Spirit of Manitou dwelt and ruled the elements of earth and sky. And there seems no very good reason for ever having abandoned that poetic and appropriate title.

*"Summer is here, and the morning is gay,
Let us be children together to-day,
Sorrow's a myth, and our troubles but seem,
The past is an echo, the future a dream."*

**PRIMEVAL
HISTORY.**

Concerning the early history of this charming mountain region or its people, the records are strangely silent and incomplete. Even the voice of tradition ventures cautiously in the corridors of the remote and prehistoric past. But this only serves to invest the locality with new enchantment and interest, and the embers of speculation are readily fanned into life by such breezes from an unknown realm of romance.

Whether it was Henry Hudson, Verrazano, Gomez or some earlier navigator, who first sailed up the Hudson river, which was then called "Cohohatatia," by the Indians, meaning river of the mountains, is now open to question. But it is sufficient to note here that when Hudson first ventured up the noble stream in 1609 in his quaint Dutch ship, the attractions of the Catskills were such that he was induced to cast anchor and make a short inspection. He was received with marked hospitality by the Iroquois Indians, then in possession of the region. Into their

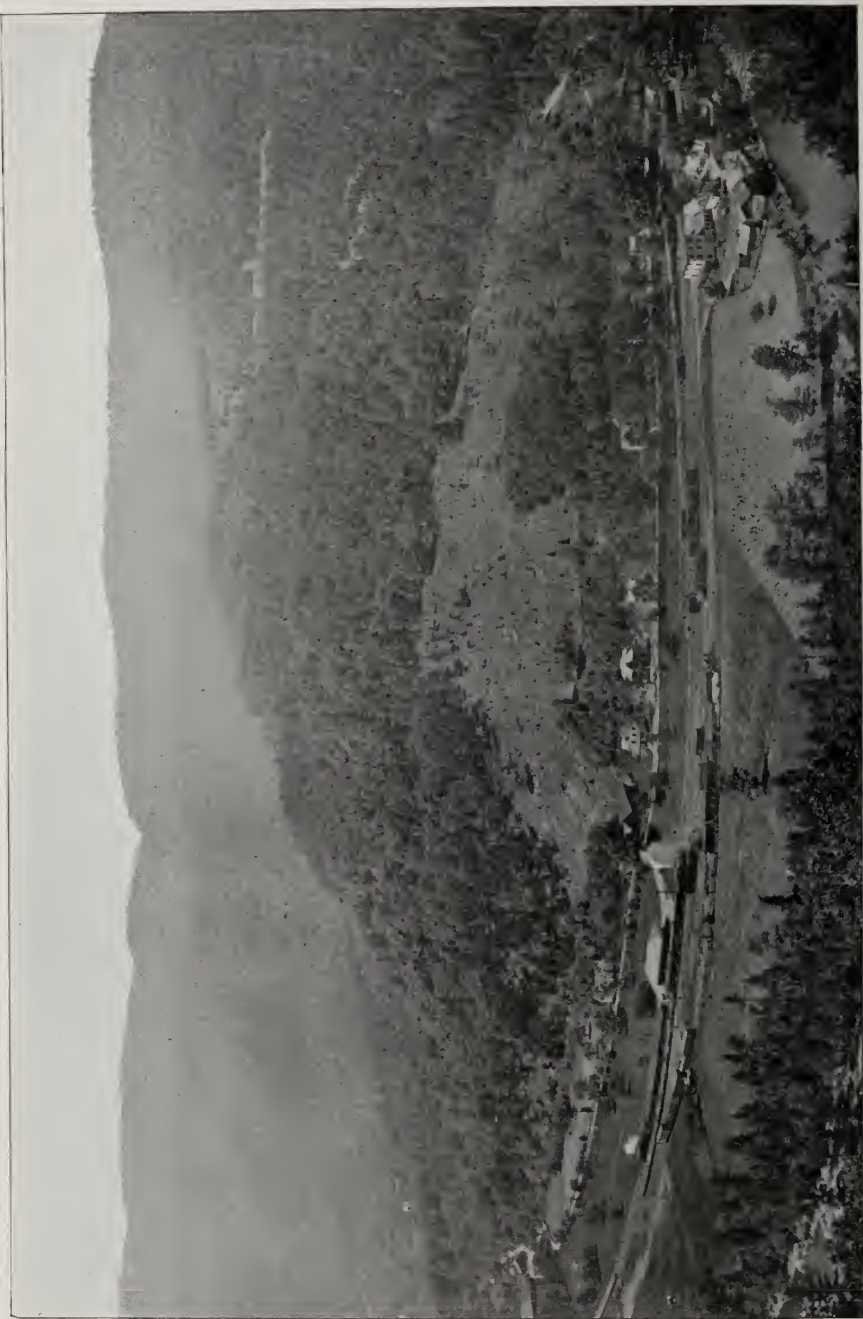


A POPULAR TROUT STREAM.

rude bark hut, which was stored with corn and beans, they took the curious navigator and his small party of sailors. Upon the ground floor mats were spread in their honor, and here they partook of food from a large wooden bowl or tray. The flesh of a fattened dog, which had been killed for the feast, was among the tempting viands prepared for the white visitors, who seem to have been in no hurry to return to their ship. The record then closes with this quaint, aboriginal scene and does not re-open until sixty-nine years later; leaving us to assume that the region remained in the peaceful possession of the red men during that long period. But this was the dawn of the Dutch occupation. On the eighth of July, 1678, the purchase of a large portion of this mountain region was effected by a company of Dutch and English gentlemen. The conference was held at the Stadt Huis in Albany, where Mahak-Neminaw, the ruling Indian chief, and six leading men of his tribe had gathered for the purpose. Various trinkets and trifles of stupendous value in the eyes of the noted red men were given them, and the title, with its wonderful hieroglyphics, was passed. Soon after that the aboriginal owners began to disappear, retreating to other parts of the State. Their successors in the Catskills do not seem to have left many important records of their occupancy which can be relied upon. But in place of such history we are endowed with a wealth of Indian lore and Dutch tradition which have made the region an enchanted shadow-land of legend and romance.



*“ Queen of all lovely rivers, lustrous queen
Of flowing waters in our sweet new lands,
Rippling through sunlight to the ocean sands,
Within a smiling valley, and between
Romantic shores of silvery summer green ;
Memorial of wild days and savage bands,
Singing the patient deeds of patriotic hands,
Crooning the golden glorious years forseen.”*



THE MOUNTAINS AT PHOENICIA

**SCENIC
BEAUTY.**

"If being the best part of a mile in the air, and having views of farms and houses at your feet, with rivers looking like ribbons, and mountains seeming to be haystacks of green grass under you, gives any satisfaction to a man, I can recommend the spot. When I first came into the woods to live I used to have weak spells, and I felt lonesome; then I would go into the Catskills to spend a few days on that hill to look at the ways of man." These are the immortal words of "Leatherstocking," that most original character in fiction so aptly characterized by Carlyle as "the one melodious synopsis of man and nature." Standing half way between savage and civilized life, hear him as he continues: "The river was in sight for seventy miles under my feet, looking like a curled shaving, though it was eight long miles to its banks. I saw the hills in the Hampshire grants, the Highlands of the river, and all that God had done, or man can do, as far as the eye could reach."

Who can hope to equal the realistic eloquence of this simple description? See the mighty crags with their gigantic ribs of rock, protruding here and there from the flesh of the mountain like Titanic fortresses against the assaults of ages; their massive slopes clothed in Cyclopean mantles of living green over which the sunshine and shadows of buried centuries have chased each other in cosmic glee. These yawning canyons, dark, deep and cool, where the shimmering trout streams babble among the gnarled roots and mossy boulders, to the echoing refrain of the lichen-clad walls of precipitous rock. Listen to the mellow cadence of Nature's breath fresh from the verdant throat of the mountain. There is naught to disturb the peaceful harmony of this Arcadian realm. See up yonder, at the head of the gorge in which you stand, that slender scarf of sparkling water, wearied at last with its winding career for many a mountain mile, or its dreamy life among the stones and roots of quiet pools, now leaping madly, beautifully over the jutting rock, down, down the precipice hundreds of feet, breaking into a sheeny shower of fleecy foam, sending up a crystal spray, which bedews the surrounding foliage and paints the rainbow across the slanting sunbeams. Or, climb to the breezy crest that pierces the clouds and bathe in the filmy vapor that flits up the mountain side and scuds past your



THE MT. PLEASANT VALLEY.

face on the wings of the wind. Wrapped now in mist as in mid-ocean, anon the veil is lifted, the sun breaks through and you stand entranced at the marvelous beauty of the checkered valley which slumbers beneath your feet. Or, at daybreak, as the sun peers over the rim of the eastern hills and irradiates the sleeping landscape with amber and gold, painting in gorgeous hues the rolling, tumbling masses of cloud far down over the quiet valley. And anon as the vapor lifts and scatters before the rays of the advancing sun, the scene becomes indescribably beautiful. Watch again, as the angry little midday showers gather, break and finish their noisy career, far below the placid sunshine of the mountain top which surrounds you. Or choose some one of the colossal boulders that lie strewn around as though dropped like a pebble from some mighty hand, and watch the gathering fury of a storm, which no man need ever attempt to portray. And finally, in the evening twilight, when

*"The western sky has trimmed its skirts with ruffles all the way
And bias stripes of salmon pink and heliotrope and gray,"*

as the receding sun floods the earth in tranquil glory and paints his transient banners on the easel of Night, you are lost in silent admiration.

*"Splendors and blossoms and beauty,
And a charm that cannot be told,
For the days are exquisite poems
Bound in the blue and the gold,
Of the cloudless sky and the sunshine,
And written in measures of light,
They are full of the magical rhythm
Which sweeps through the day and the night.
Oh! the lyrics of dewy morning,
And the sonnets of golden noon,
And the love-songs written in silver,
That flow from the mystical moon.
Oh! the beautiful star-lit nocturnes,
We mortals have called the night,
That are played in deep, minor measures,
When the world has grown weary of light.
Oh! the glorious music and rhythm
Of life—and the world—and the sky,
As they blend in a harmony blissful,
That floats to the Throne on High."*



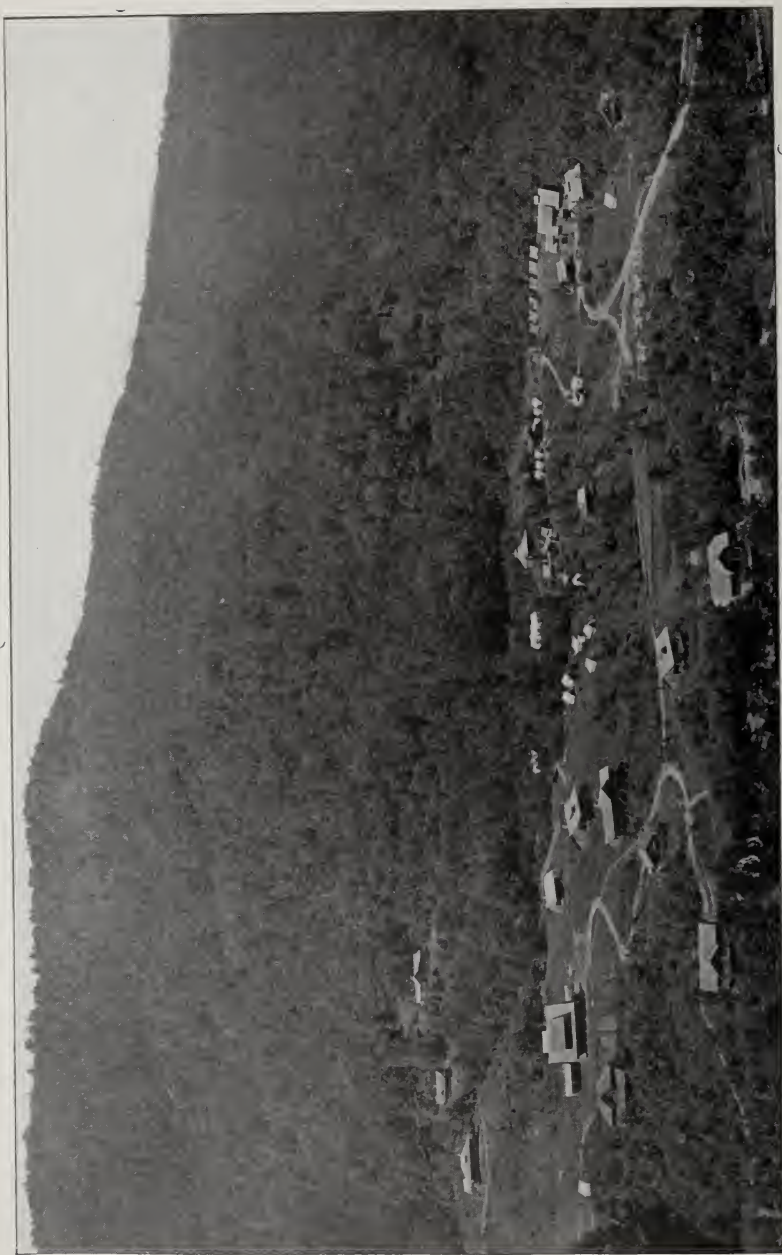
SUNSET IN THE MOUNTAINS.

**HOW TO REACH
THE CATSKILLS.**

This is no longer a problem of any moment, and few will need any explicit directions. And yet there are uncomfortable, undesirable routes and methods which may easily be avoided by a little study of this book, which is largely devoted to the details of the best route, the only through car line and all-rail connection.

For some fifty years after its summer charms were first discovered, the region remained practically inaccessible. There was a long and tedious stage-ride from the river, over an atrocious road and up the steep mountain-side at a snail's pace, which was often attended with some danger, and it took a man of vigor and endurance to stand the trip. The steep and stony miles, the jaded horses, and the lumbering old stages were pretty apt to awaken sympathies and feelings not wholly akin to the picturesque sublimity on every side, leaving scant time or mood to indulge his love for mountain grandeur. Invalids, who would be most benefited by the change of air and scene were unable to make the ascent, the effects of which were so unlikely to be palliated or overcome by the scant facilities for accommodation and comfort then afforded on the mountain. But this was the condition of affairs in the Catskills, with slight improvements, down to 1870, when the iron horse began to sniff the air of the hills. Here was a charming summer resort wholly undeveloped. The wild and most charming region, lying in the counties of Ulster and Delaware, was largely unexplored and completely inaccessible except to the sturdy hunters and bark-men. The great chain of mountains had never been entered on this side where the great popular and easy approach for the entire range was destined to be. The giant Slide Mountain crag, which had overshadowed every other peak for countless ages, was practically unknown, and its superior height quite unsuspected. Thus the varied magnificence of this entrancing region which has now so greatly enhanced the fame of the Catskills was yet to be revealed.





ROXMOR—WOODLAND VALLEY.

THE ULSTER & DELAWARE RAILROAD. The construction of the Ulster and Delaware line was begun in 1866. Proceeding slowly and cautiously for a time, the iron horse did not really get very far into the mountains until four years later. Even then the project was generally considered wild and ill-advised, with certain failure at the end. But the projectors had faith in the final result and kept stretching out the rails until they reached and crossed the mountains.

Nature may never have dreamed that man would stretch a railroad through this lovely valley, and at times there has been some question as to whether she had been fully reconciled to the desecration. But the engineers found a natural pass here, crooked and tortuous though it was and they followed it up in laying out the line of the road, avoiding any aggressive liberties with the native conditions, as far as possible. Many heavy grades were encountered, and there was a cantankerous mountain creek, with a whole brood of wayward and excitable little tributaries pouring into it from every gorge and gulch which had to be dealt with in a dignified and earnest manner. These were normally quiet and inoffensive, of course; the speckled trout disported lazily in the crystal water which glittered in the noonday sun like silver threads in the woof of the mountain, and rippled in sweet refrain on its winding, woodland way to the river. But when the floods came these placid and pretty rills swelled into roaring torrents in a few hours, tumbling into the main creek, which in turn flooded the narrow valley and swept everything down before it. Of course, there was nothing about the railway that would be likely to exempt it from this inevitable rule, or evoke any sympathy from these arteries of the mountains. So the engineers acted squarely on the defensive and built the road on that theory, locating the line with utmost care and building in the firmest manner. The best materials were used in every case and the best methods employed to secure stability, security, safety, efficiency and comfort. The roadbed has recently been materially straightened and leveled and the curves perfected by a competent corps of engineers. This was made necessary by the increased traffic and greater speed of

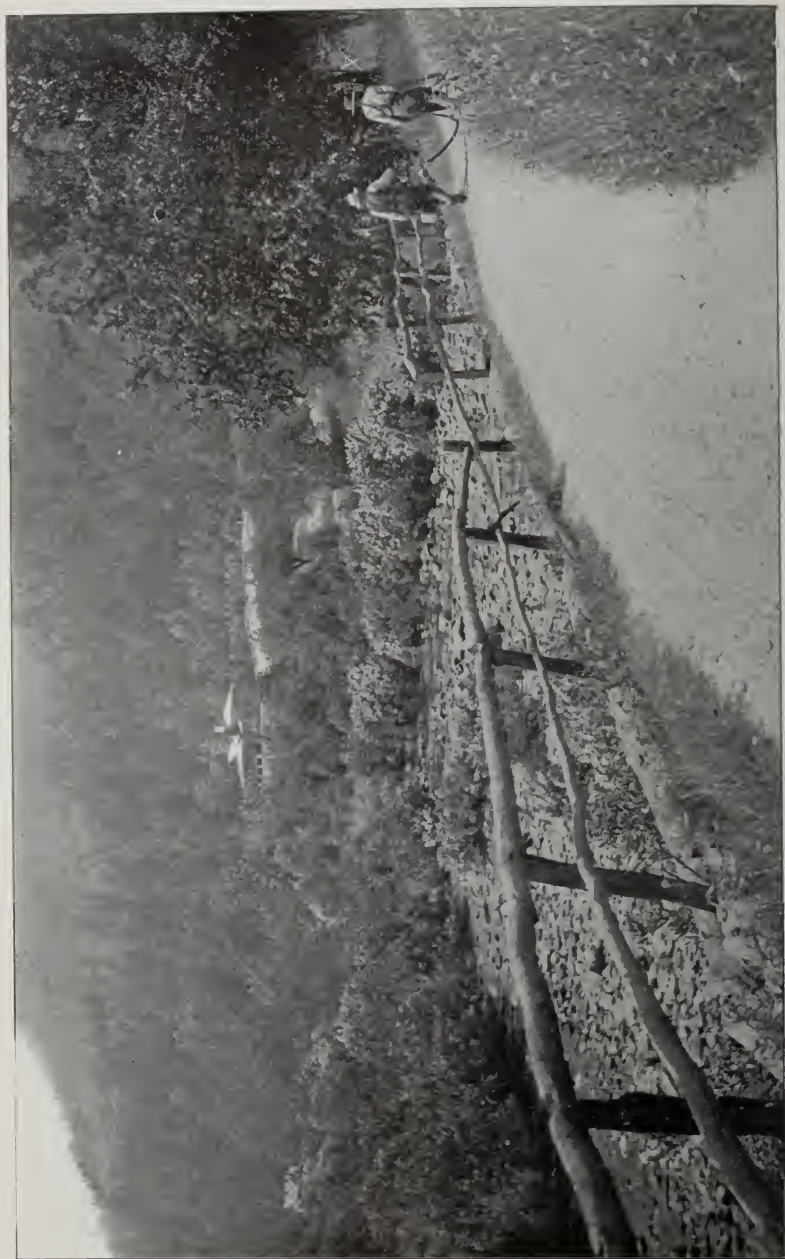


ALONG THE BANKS OF THE ESOPUS.

trains, which also called for heavier rails and ties and modern steel bridges, all of which have been supplied over the entire line. Several new and attractive station buildings have been erected, and important additions and improvements to the rolling stock and general equipment are continually being made. The new passenger locomotives are now heavier and more powerful than formerly and they are constructed from the latest improved designs for speed and efficiency. The new coaches which are added each year are elegant models of comfort and convenience from the best shops in the country. Nothing that will conduce to the comfort and pleasure of travelers has been omitted in the equipment of The Ulster & Delaware system. It therefore stands to-day second to none in security of roadbed, safety of appliances, general efficiency and comfort of equipment.

The completion of the road of course proved the great factor in the development of the Catskills as a popular summer resort. A new impetus was imparted to the mountain boarding business, and hotels, large and small, began to rise here and there in the valleys and on the mountain slopes. It opened a new section of the range, which rivaled and even surpassed in beauty any other portion, while the entire region at once became easily accessible. Luxurious parlor and day coaches are now attached to the trains and the most infirm and debilitated may thus enjoy the benefits of this great natural sanitarium.

*"The white clouds are like pictures in a breathin'
frame o' blue,
An' the sunbeams are a shootin' all their silver
arrows through,
An' its June-time in the country, an' its June-time
in the town,
An' the mockin' birds are singin' and the blossoms
rainin' down!
It's June-time in the Catskills, and happy folks
are we,
With the brook a-dashin', splashin', and the winds
a-blowin' free!
An' the sun is climbin' higher, an' the nights are
full o' moon,
An' a feller's soul is dancin' to the melodies o'
June!"*



A DELIGHTFUL COTTAGE SITE ON THE MOUNTAIN SIDE.

KINGSTON CITY, THE START OF THE ALL-RAIL ROUTE, BEGINNING AT KINGSTON POINT, that famous old Hudson river landing of former years, which has now been restored and greatly improved, this mountain track of The Ulster & Delaware

line never ends until the entire Catskill range has been crossed and the city of Oneonta, in Otsego county, 107 miles from this eastern terminus is reached. Here at the Point, passengers from the elegant and popular Day Line steamers may board The Ulster & Delaware trains for any point in the range, stepping directly from their palatial decks to the cars. The transfer of baggage is quickly effected and there is no change of cars between the river and the hills. The start is made over the river shoal and up the Rondout creek for two miles, when

RONDOUT STATION is reached. This was formerly a village, and in 1614 the Dutch established a settlement here. It is the river port of the city of Kingston, which was incorporated in 1872. The steamer Mary Powell (day line) and the steamers of the Central Hudson Steamboat Company (night line) make daily trips between this port and New York. Connection is also made here by ferry to Rhinecliff with New York Central trains.

Leaving Rondout Station, the train winds gracefully up the grade from tide level and intersects the West Shore Railroad near the center of the city at

UNION STATION. This is an important station of the West Shore, Wallkill Valley and Ulster & Delaware Railroads, and during the season of summer Catskill Mountain traffic, this is the great diverging point for the mountain region. The fast Catskill Mountain special trains on the West Shore line are here transferred to the Ulster & Delaware track, where powerful engines stand hissing and throbbing, impatiently waiting for the mountain run.

From this station, looking directly north, an imposing view of the mountains is presented. The peaks in sight are the famous Overlook on the left, with Plattekill, High Peak, or



A PIECE OF STATE ROAD.

Mount Lincoln, the Kaaterskill and South Mountain crags on toward the right. The highest of these is Mount Lincoln, 3,664 feet, and the next in height is the Overlook, 3,150 feet above tide. The large house near the sky is the Overlook Mountain House. The next toward the right is Hotel Kaaterskill and the last is the old Catskill Mountain House.

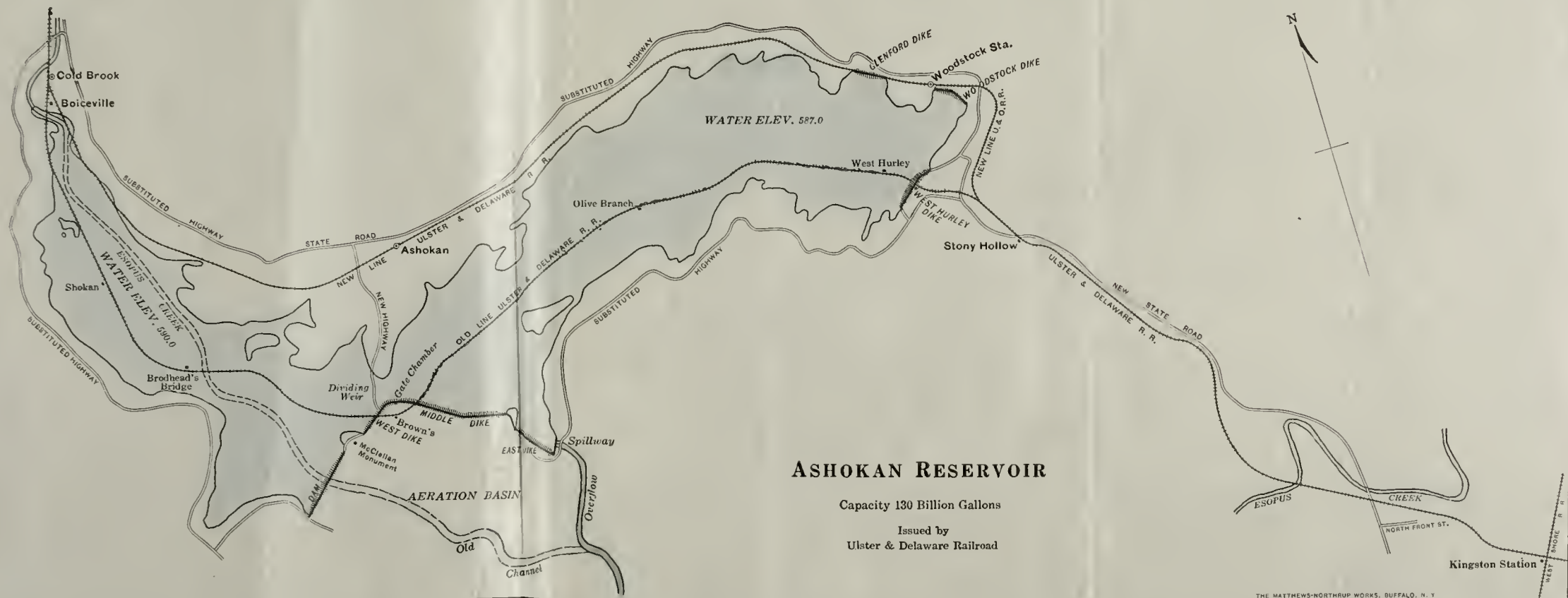
But there is barely time to inspect this view when your train pulls out for the mountains and is whirling rapidly over the lovely fringe of fertile lowland in the northern bounds of the city. You pass within a few rods of the famous old "Senate House," where New York State was born, which is in sight on the left, soon after you pass under the second street bridge. It was built in 1676, partially burned by the British in 1777, and is now owned and kept by the State, having a large and interesting collection of ancient relics and curiosities. The Esopus creek is next crossed and the train plunges boldly up the southern slope of the picturesque and beautiful Ulster and Delaware valley, which affords a charming panorama of mountain scenery through its entire length. The ascent here is gradual and continues all the way to

WOODSTOCK STA., which is 11 miles from Kingston Point and 589 feet above the river. This is the first station on the relocated line and where passengers leave the train for Woodstock, a pretty hamlet at the base of Overlook Mountain, about four miles north, and stages are waiting to convey passengers to that region, which is very popular with summer visitors, having a large hotel, numerous boarding houses, three churches and many stores. This is also a popular section with artists, who have a colony located near the village. There are conveyances also for Mead's Mountain House and the Overlook Mountain House.

The Overlook Mountain is a very imposing crag as seen from the station and those who set out to make the ascent will find a fairly good carriage road most of the way and one of the most charming and extended views from the crest to be found in the entire range. The train then proceeds to



A PICTURESQUE SPOT AND SOME TROUT.



ASHOKAN, which is the next stop on the new line, 17 miles from Kingston Point and 661 feet above the river. This is likely to grow into a popular boarding section as many new houses are being erected in this vicinity on the high elevations above the reservoir. It also serves as the station for Krumville, Samsonville, Olive Bridge and The Vly, where many people are accommodated for the summer in attractive surroundings.

The building of the great Ashokan Reservoir in which will be stored 130 billion gallons of water to be conveyed to New York City through an aqueduct of about 100 miles in length, has eliminated the villages of West Hurley, Olive Branch, Brown's Station, Brodhead's Bridge, Shokan and Boiceville. The reservoir in order to hold this great quantity of water will cover about thirteen square miles and the greatest depth will be about two hundred feet, while the average depth will be about fifty feet. The length of the shore line will be something like forty miles and the width about three miles. The length of the dams and dikes will be about five and one-half miles.

This great work necessitated the relocation of several miles of The Ulster & Delaware railroad from the center of the reservoir district to a point north and along the shore line of the reservoir, as indicated on the insert map, and trains were operated over the relocated line commencing with the summer schedule for the season of 1913.

COLD BROOK, is twenty-three miles from Kingston Point with elevation of 639 feet above tide water and is the point at which the relocated line joins the original line of road. The Esopus rushes madly by under a new iron bridge, on the right, bordered by a tangled mass of wild flowering vines which send up their fragrance to greet the traveler in the car window while he listens to the chattering roar of the stream. Following the Esopus now for a mile along the base of Mount Pleasant, with Mount Tobias and Mount Tremper in the eastern background, across the meadows and orchards which intervene, the stream suddenly bends away and out of sight for a time, and the train soon afterwards stops at



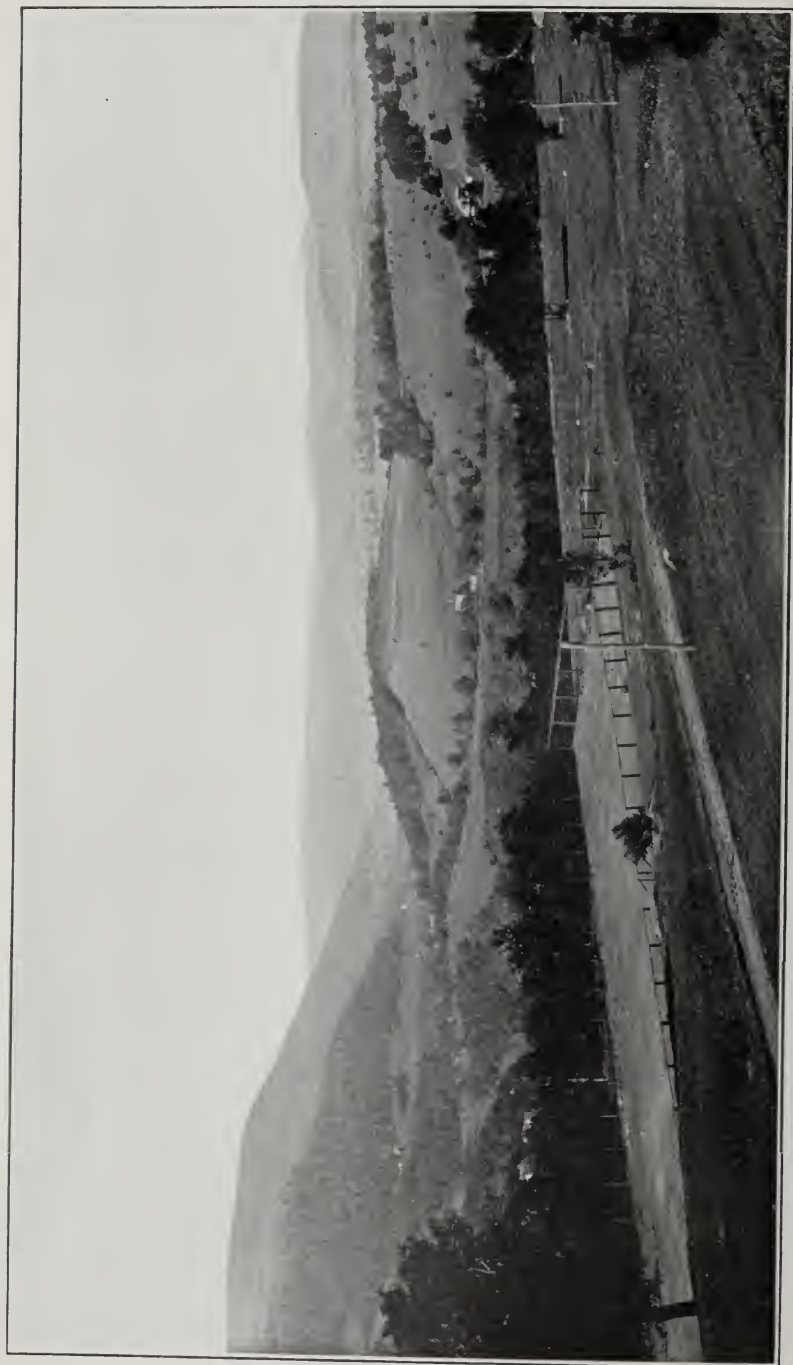
RED FALLS, NEAR PRATTSVILLE.

MOUNT PLEASANT, twenty-five miles from Kingston Point and 713 feet above the river. This is in the midst of a most attractive and very popular summer boarding region, with numerous hotels and resting places scattered here and there throughout the charming valley. Roads lead away among the romantic foothills of towering mountains to quiet little houses nestling in placid nooks among the brooks and bridges which dominate the locality. Of these there are some forty which receive their guests at this station.

One is here surrounded by high mountains that rise abruptly and aggressively, although the ascents are not difficult. The view from Mount Tremper, especially its western spur, is interesting and the trail is comparatively easy. The Esopus creek winds in and out, and lingers lovingly among the little patches of mountain meadow ; and visitors are always delighted with this bit of the Ulster and Delaware valley.

But the train now speeds on this northerly course for about three miles, barely finding room between the assertive old creek and the wagon road for its track, so aggressive are the mountains on either side.

PHOENICIA. This is one of the most important stations on the line. You are now twenty-eight miles from the river and 794 feet above it, with lofty mountain peaks on every hand. It is the entrance to the famous Stony Clove Canyon and the southern terminus of the Stony Clove and Kaaterskill Branch of the Ulster & Delaware system. You are now well into the mountains and the scenery is wild and picturesque. It is late in the day when the sun peers over the eastern skyline on Mount Tremper and comparatively early in the afternoon when the western shadows begin to envelop the little hamlet. Meanwhile your engine, having taken a fresh drink of mountain water, gets the signal and skips off up the valley with a business-like snort, winding now closely along the left bank of the Esopus, which lessens in volume as the region of its source is approached. But the little valley grows in wildness and beauty with every mile, and the mountains become higher and grander. Ever and anon you wonder how the rocky



LOOKING WEST FROM GRAND HOTEL GROUNDS INTO DELAWARE COUNTY.

wall ahead is to be avoided, but the engine finds the way onward. A mile up the track is Woodland Valley, opening on the left. It is about nine miles long and reaches to the base of the Wittenberg, Mount Cornell and Slide Mountain. Not in all the Catskills is there a more picturesque and charming wildwood pass than this. Nature has here been largely and admirably left to herself and her sublime simplicity is truly enchanting. It was formerly known as "Snyder Hollow," and of course there is a pretty stream with cascades, little rustic bridges and trout, and poetry all the way. Mounts Sheridan, Sherrill and North Dome now soar grandly toward the sky on the right, with other peaks of various local names coming into view in succession as the train proceeds. You soon reach the pretty Shandaken Valley where the mountains begin to recede in the distant background, giving place to the more pastoral features of broader meadows, bending orchards and sloping foothills, with little farm buildings here and there. The big Westkill Mountain, 3,900 feet high, at length appears in the distance on the right and the valley again grows narrow.

SHANDAKEN, at an altitude of 994 feet, is thirty-three miles from the Hudson. This pretty and most appropriate Indian name means "rapid water." Shandaken has long been one of the most popular summer regions in the Catskills and it is no small boast for city visitors to speak proudly of having summered here, as many hundreds do year after year. The scenery is varied and beautiful, the streams numerous and gamey and the air excellent. There are two large hotels within a few rods of the station and many smaller ones scattered all about. There is room for hundreds in and about the hamlet itself and there are stages in waiting to convey many others miles away to popular resorts in Bushnellville, Westkill, Lexington, Spruceton and other tributary regions, through charming canyons and cloves and over fair mountain roads. Up the clove to Bushnellville and on a pretty lake in Echo Notch is a lovely six mile ride, with the swift-flowing Bushkill stream babbling and tumbling along the wayside and ever and anon disputing with you regarding the roadway, which is here treated with scant courtesy by the towering old crags.



THE ROAD AS YOU GO FROM HUNTER TO WINDHAM.

BIG INDIAN, thirty-seven miles from Kingston Point and 1,212 feet above the river. The ascent to this point has been very gradual most of the way, but now you look ahead and realize that the radical climb is about to begin. You seem walled in by mountain crags on every side and you may well wonder how the train will manage to reach the summit, nearly 700 feet above, and take only three miles to do it. The deep valley comes to an end a short distance ahead and the rails can no longer evade the steep mountain slope.

While you have been wrestling with these little details of further progress, that you will find so nicely solved by the constructing engineers of The Ulster & Delaware line a few minutes hence, tourists for Slide Mountain and that charming region have been climbing into the stages with their traps and luggage for that eleven-mile ride, or less, depending upon the destination. This is the station for the Slide and the Big Indian Valley, the most entrancing and delightful canyon which cannot be extolled too highly nor painted in too glowing colors. Nature has here wrought with marvelous skill and design, and there is beauty in every line. The entire valley is an ideal place for summer cottage life amid the placid charms of wild-wood and forest. No visitor to the Catskills should fail to ride, or wheel or walk through this lovely valley. One of the sources of the Esopus sends its crystal water winding through this meadow bottom at its own sweet will, regardless of roads and all other artificial structures. In this the "speckled beauties" disport in goodly numbers, as they do even more abundantly in the famous Neversink region, which is also reached from this valley and lies beyond the Slide.

An extra engine is usually added to the heavier trains here for the hills and while these powerful motors are gathering forces for the climb a romantic bit of Indian tradition may be of interest.

"Big Indian" was a stalwart red man of this locality, seven feet in height. His tribal name was "Winnisook." Like all bad Indians who got the chance, he fell in love with a



AT THE BASE OF WITTENBERG MOUNTAIN.

pretty white maiden of the adjacent plains, named Gertrude Molyneaux. But she finally married Joe Bundy, a rival suitor of her own race. The alliance proved unhappy however and the young wife was tenderly reminded of what might have been had she married the gallant and dusky warrior of the woods. This feeling finally culminated in a transfer of her affections and person to him. But the climax of Joe Bundy's revenge soon came. While with a company of maurauders on a foray of cattle-stealing from the Dutch farmers, Winnisook was

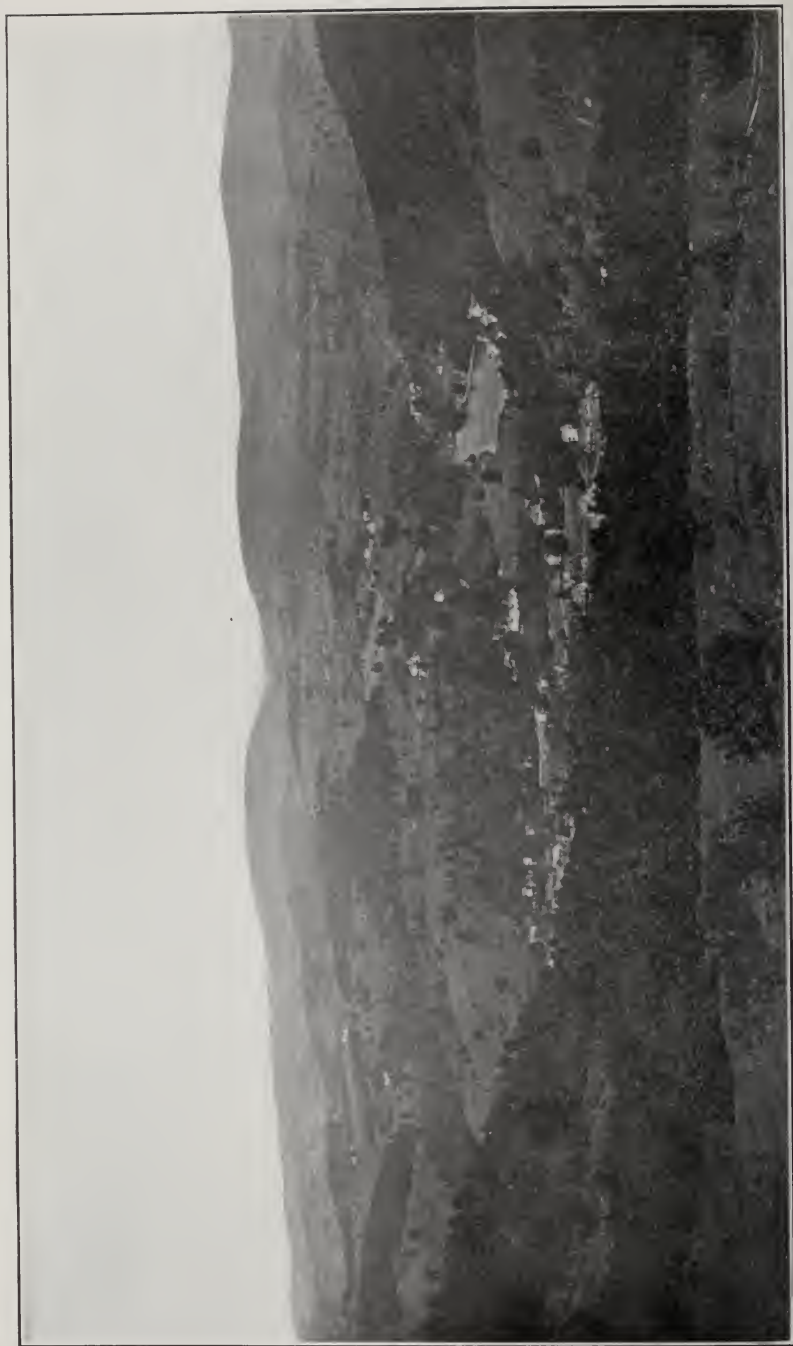
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scene, where she fell upon the body in frantic grief, and spent the rest of her life near Winnisook's grave.

But the train is already curving out from the station, you look skyward and see the Grand Hotel with towers near the summit and you know at once by the conclusive snorts and groans proceeding from the engines, that you are going up-hill, for the grade is about 150 feet per mile. The charming Pine Hill valley, with its stream, its road and an occasional house far down below, make a fascinating picture.



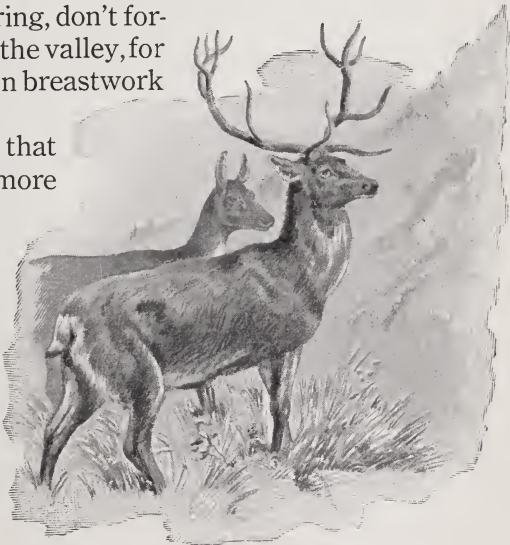
OVERLOOKING FLEISCHMANN'S AND GRIFFIN'S CORNERS.

PINE HILL Station, forty miles from Kingston Point and 1660 feet above the river, is here perched on the steep slope of Belle Ayr Mountain. Hundreds take the stages which are assembled in great array for the short ride down the hill for the charming little village, one of the most picturesque in the range.

The place presents a most attractive appearance from the train, accounting in some measure for its continued popularity with a very large class who have made it their regular summer abode for years. Nearly every house has summer visitors, and there is a degree of informality about the atmosphere not always so prevalent at other resorts, which is satisfactory and enjoyable to the average guest there. The northerly source of the Esopus is here, up Birch creek valley, and with that stream we must now part company, as the drainage from this section of the range will hereafter flow from the summit westward, to the Delaware instead of the Hudson river.

The air-line distance to the summit is not over half-a-mile, but there are 226 feet to climb and the track curves sharply around the arcs of a double horseshoe for three times that distance. You see the engines laboring heavily as they almost double up on the train, and the front end of the coach is visibly higher than the rear. But while watching these novel features of modern engineering, don't forget to look backward down the valley, for the view from this mountain breastwork is charming indeed.

At length you will note that the motors are breathing more freely and steadily as the summit is approached and you may admire the handsome cottages in Highmount Park on the right, and perhaps some of the hotels and summer homes on Belle Ayr slope to the left. The summit of The Ulster & Delaware track, 1,889 feet above tide, is now reached, which is





GRAND HOTEL STATION, forty-two miles from the river and a most important summer station it is. The Grand Hotel is less than half a mile up the hill and in plain sight. It stands on a commanding terrace of Monka Hill Mountain and on the dividing line between Ulster and Delaware counties. From it the view of mountain and valley is superb, rivaled only by the crest of the mountain itself in the rear, to which the ascent is short and easy, bringing one 2,489 feet in the air with a view free from obstruction on every side. Toward the south is Slide Mountain, barely overtopping its aspiring neighbors, with the lovely valley through which you came, in the foreground; toward the west are farms and hamlets of Delaware and far below the shelving rocks on which you stand is the green valley of virgin forest; and toward the north and east are mountains piled on mountains. The Belle Ayr slope, here known as "Highmount," is dotted here and there with pretty cottages in a park of 1,500 mountain acres, with an average elevation of over 2,000 feet. The region also abounds in interesting drives and finny brooks, which greatly enhance the normal pleasures of mountain summer life.

Gently now the train begins to move down the hill and soon the brakes are firmly set and all steam is shut off for the great slide. You see an occasional cottage in the ravine on the right and anon a trim and pretty hamlet in the valley, with many elaborate and costly cottages surrounded by well kept lawns and handsome grounds. The next station is

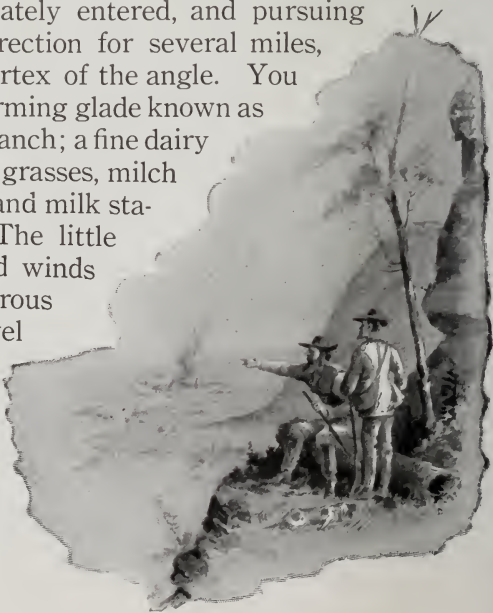
FLEISCHMANN'S (Griffin's Corners). Many men of wealth and station have beautiful cottages and grounds here. Many of these handsome homes are on the bluffs south of the track.

There is now a change of landscape; wild and mountainous aspect peculiar to the Ulster section giving place to the pastoral and placid features of cleared land and agricultural life. You are now entering a dairyland, with its thoroughbred cows, its rich milk and gilt edged butter, the home of the sugar-maple and the luscious products of the sap-bush. The trickling stream on the right is the East Branch of the Delaware, which soon gathers volume and force as we proceed.

ARKVILLE is the next station, four miles further down the valley, and 1,372 feet above tide. It is an important station because of the several tributary regions converging here. Margaretville, one and one-half miles distant on the left, is a charming little hamlet at the base of Mount Pakatakan, one mile below the confluence of Dry Brook and the East Branch and partly covering the ancient site of the Tuscarora Indian headquarters. The rural setting is marvelously attractive and many artists of note have built summer studios here and in the environment of Arkville. This entire region has long been a famous trout-ing section. Dry Brook is a favorite stream with fishermen.

Connection is here made with the Delaware & Northern Railroad for the following points: Margaretville, Dunraven, Arena, Union Grove, Andes, Shavertown, Pepacton, Downs-ville, Colchester, Gregorytown, Shinhopple, Harvard and East Branch. These towns are located in a picturesque valley. They are noted for their many mountain springs of pure water and invigorating air, also excellent trout fishing.

On leaving this station the train curves sharply toward the right at an obtuse angle, abandoning its southwesterly course upon which it lately entered, and pursuing nearly the opposite direction for several miles, Arkville being in the vortex of the angle. You are now entering a charming glade known as the valley of the East Branch; a fine dairy section, with succulent grasses, milch cows, milk, milk cans and milk stations in full supply. The little stream loiters lazily and winds in and out with wondrous beauty through the level vale evidently on grace and pleasure bent, for there seems no other reason for avoiding a straight course, unless it was to increase the charms of the landscape.



KELLY'S CORNERS is the first stop on this new course. City boarders are entertained at the pleasant farm houses in the vicinity and they thrive wondrously upon the rich and pure products of the dairy so abundant there.

HALCOTTVILLE, fifty-four miles from Kingston Point and 1,403 feet above tide, is the next way stop amid these quiet surroundings. It has several houses for summer entertainment in and about the hamlet. A bit of a lake will be seen on the right as the train moves onward, where sundry aquatic sports are enjoyed.

ROXBURY, sixty miles from the river, that quaint and familiar old town near the source of the East Branch, now over a hundred years old, is then reached. The altitude is 1,495 feet and the station is one of the important stops in the Delaware section. Many a family vacation is quietly and delightfully spent in and about this little village every summer. The elaborate and imposing granite structure seen at the upper end of the village soon after the train leaves the station, is the Gould Memorial Church. The grounds and stream intervening have been handsomely treated under the direction of the donor.



The mountains are no longer conspicuous by their height in this locality, but seem like hills in comparison to those you have been accustomed to on this route. For three or four miles the wayside aspect changes mainly in detail. But then you pass Irish Mountain on the right and soon afterward Bald Mountain on the left, where the train curves almost at right angles into a deep gorge, running now four or five miles in a northwesterly direction. There is a return of rugged grandeur for a time, especially in the high, shelving rocks that jut out most over the track as you approach the station of

GRAND GORGE, sixty-six miles from the river and 1,563 feet above tide. The hamlet itself nestles serenely down in the valley on the right less than a mile from the station and will be seen from the car window soon after the train pulls out. It was formerly known as "Moresville," being named for John More, the first white settler, who came there in 1786, and who afterward became the founder of a numerous and influential family in that region. Stages are here taken for Gilboa, three miles, and Prattsville, five miles distant, over good roads and through a lovely section. Both places are on the Schoharie creek, which here flows within about three miles of The Ulster & Delaware road. They are popular summer regions for which visitors leave the train in large numbers.

Prattsville is a delightful old village with an historic aroma, its formation dating back nearly two hundred years. But the mediæval customs of its ancestors have been supplanted by the modern features of mountain village life and there are very good reasons for its claim as an ideal, quiet, interior village resort. The little streets are thickly shaded and well kept, and there are many rare natural attractions. Devasego Falls, just below the village, is a famous bit of scenery which merits all the admiration bestowed upon it. Pratt's Rocks, so named from Col. Pratt, the noted tanner, and founder of the place, are also near at hand. They are visited by hundreds annually because of the artistic carving in bas-relief of the old Pratt Tannery, a bust of Col. Pratt, and other figures emblematic of his pursuits and possessions. Upon these high, precipitous rocks the marks of the antediluvian currents are plainly visible.

The wayside now grows picturesque with stumps, stump fences, rocks and stones, and the train speeds quickly over the six miles intervening between Grand Gorge and



SOUTH GILBOA. This hamlet is seventy-one miles from the Hudson River and it is the summit of the Delaware County section, the elevation being 1,735 feet above tide, which you have approached so gradually through the glade that you can scarcely realize it is within 100 feet of the Grand Hotel station summit. There are a few quiet boarding places in the vicinity and boating facilities upon Mayham's Lake, near the station. The hamlet is two miles toward the northeast. This place, which now has a modern new station building and improved station grounds, promises to be one of the popular cottage sections in the mountains.



A number of people have already expressed a desire to join in the new enterprise and the drives and walks through the proposed park will be laid out in an attractive and artistic manner.

The train now turns into a westerly course, skipping over the level three miles at a lively rate, when the whistle sounds and you see many passengers preparing to alight, having reached the end of their journey.



THE VILLAGE OF STAMFORD, MT. UTSAYANTHA IN THE DISTANCE.

STAMFORD is the station and one of the most charming and popular summer villages in all the Catskills, for which there is ample reason. No visitor will regret the long seventy-four mile ride from the Hudson, or seventy-one from Kingston, even though he may have failed to fully admire and appreciate the wayside scenery. The elevation is 1,790 feet, and the grand and massive crag of Mount Utsayantha rises directly from the village streets over 1,500 feet higher. The place is distinctly modern in all its features, having fully outgrown every ancient aspect and custom years ago, although possessing a history replete with interest. The town was settled by a people from Stamford, Conn., hence its name. Utsayantha, which might well have been retained, but for the patriotic spirit of its New England founders, was a beautiful Indian maiden, concerning whom, her white husband and their little babe, forest tradition hands down a tragic story. Near the village site was also the scene of a desperate battle between the patriots, the Tories and the Indians over a century ago. Its history as a summer resort, however, does not extend much over thirty years. But its growth and development since then have been simply marvelous. There are now a score of large hotels and smaller houses and nearly two thousand guests may find accommodations within the village limits.

While Nature has indeed been exceptionally lavish in her gifts, the thrift and enterprise of the Stamford residents, so clearly visible at every step, have had a large share in the development and success of the place. The buildings are especially attractive in design and careful preservation. The streets are bordered with handsome lawns unobstructed by fences and overarched by rows of majestic maples. There are miles of bluestone sidewalk, a fine water and sewer system, electric and gas illumination, good telephonic facilities, five thriving churches, a Union Free School and Seminary, a public Library, National Bank and two sprightly weekly newspapers. The crest of Utsayantha Mountain, 3,365 feet above tide, is easily reached by a good carriage road. It has an observatory from which twenty thousand square miles of mountain territory, including thirty prominent peaks, and portions of four States may



8 IN THE EAST MEREDITH SECTION.

be seen with the cities of Albany and Schenectady in the distance. The village site overlooking the broad valley entrance, where the headwaters of the Delaware are received, is charming. The region forms the watershed between three river basins. One mile east is Bear Creek, which empties into the Schoharie, and within fifteen minutes' walk west is the source of streams which are tributary to the Susquehanna. Thus within the radius of a single mile one may drink from the headwaters of three great rivers. The roads all about are excellent and there is every inducement and much enjoyment in driving and cycling along these rippling streams and through the pretty wooded glens.



HOBART, four miles beyond and 1,637 feet above tide is the next station. It is a pretty little village with a history antedating the Revolution. There is a fine falls and waterpower, which gave it the old name of "Waterville," which was afterward changed at the suggestion of Rev. Philander Chase, the old church rector who became a bishop in Ohio, in later years. There are several churches and various hotels and boarding houses where visitors come in increasing numbers each season, delighting to live in this smiling dell in the southwestern margin of the Catskills, seventy-eight miles from the Hudson, where there is new interest each year in this historic town.



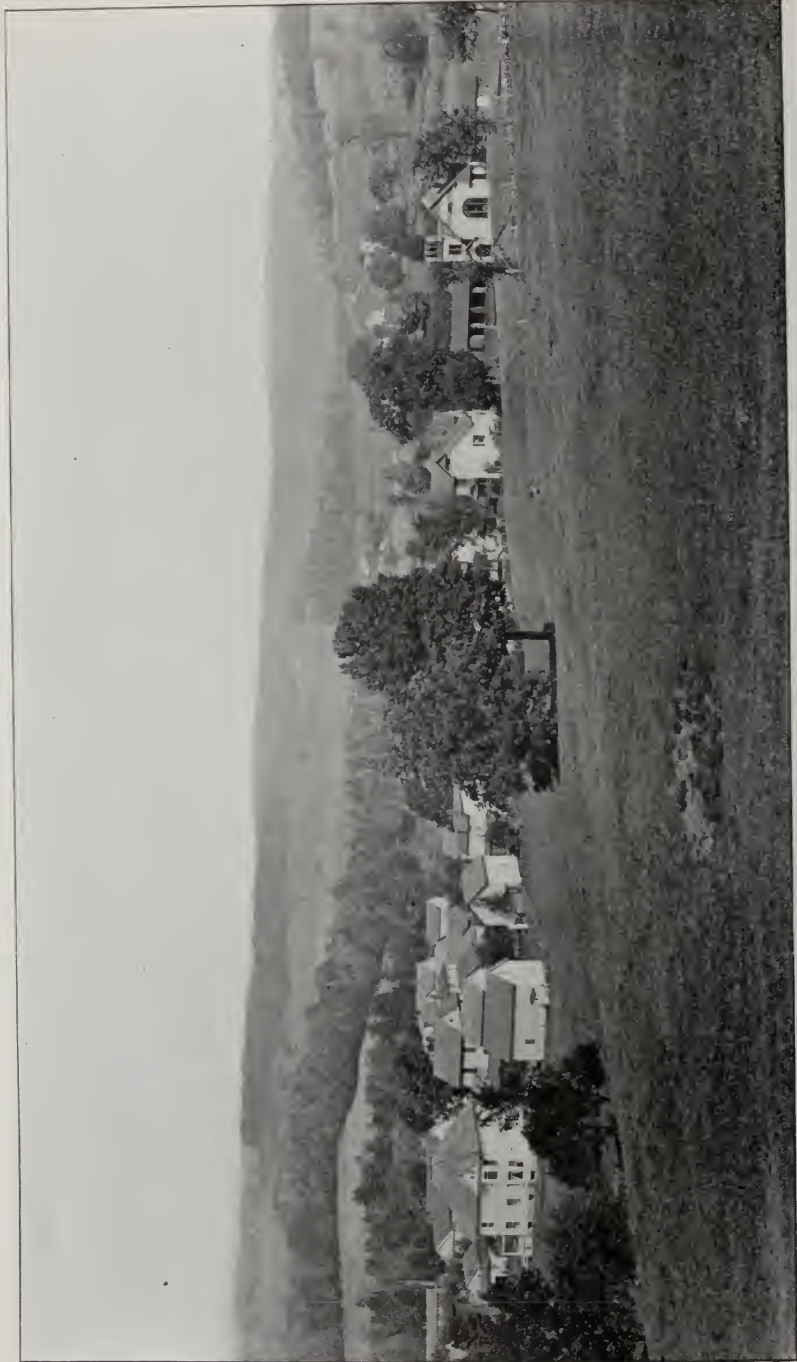
THE VILLAGE OF PRATTSVILLE.

SOUTH KORTRIGHT is at the end of the next four miles down the Delaware and 1,523 feet above tide water. It is the center of a rich dairy section. The town was settled by sturdy Scotch and Irish people, to which nations so many of the Delaware farmers are largely indebted for their rugged and honored ancestry. They came in at an early period and had their full share of the Indian depredations so prevalent at that time. The South Kortright Inn is one of the pleasing new features of this locality, and is an up-to-date and first-class place for the entertainment of summer visitors.

BLOOMVILLE is reached after a spin of five miles, and you are now eighty-seven miles from the Hudson river and 1,493 feet above it and about eight miles from the village of Delhi, which is reached by stage after a most interesting drive through this beautiful valley. This is another of the older Delaware towns, with summer attractions for city visitors.

KORTRIGHT STATION is the first stop after leaving Bloomville. This is ninety-two miles from the Hudson river and the elevation above tide-water is 1,868 feet. From the top of this mountain you get an extended view of this beautiful dairy land and of both Delaware and Otsego counties.

EAST MEREDITH, ninety-eight miles from the Hudson river and 1,353 feet above it, is the next station. The altitude has now dropped over 500 feet as the plateau of the Catskills is left. Dairying is still the dominant feature here, it being widely famous on that account and the celebrated Merridale Farms, 1,500 acres in extent, are located at this point. This is one of the desirable country towns, where city people may find a quiet spot for rest and recreation. The scenery in this vicinity is charming and, as for the air, a better tonic could scarcely be found.

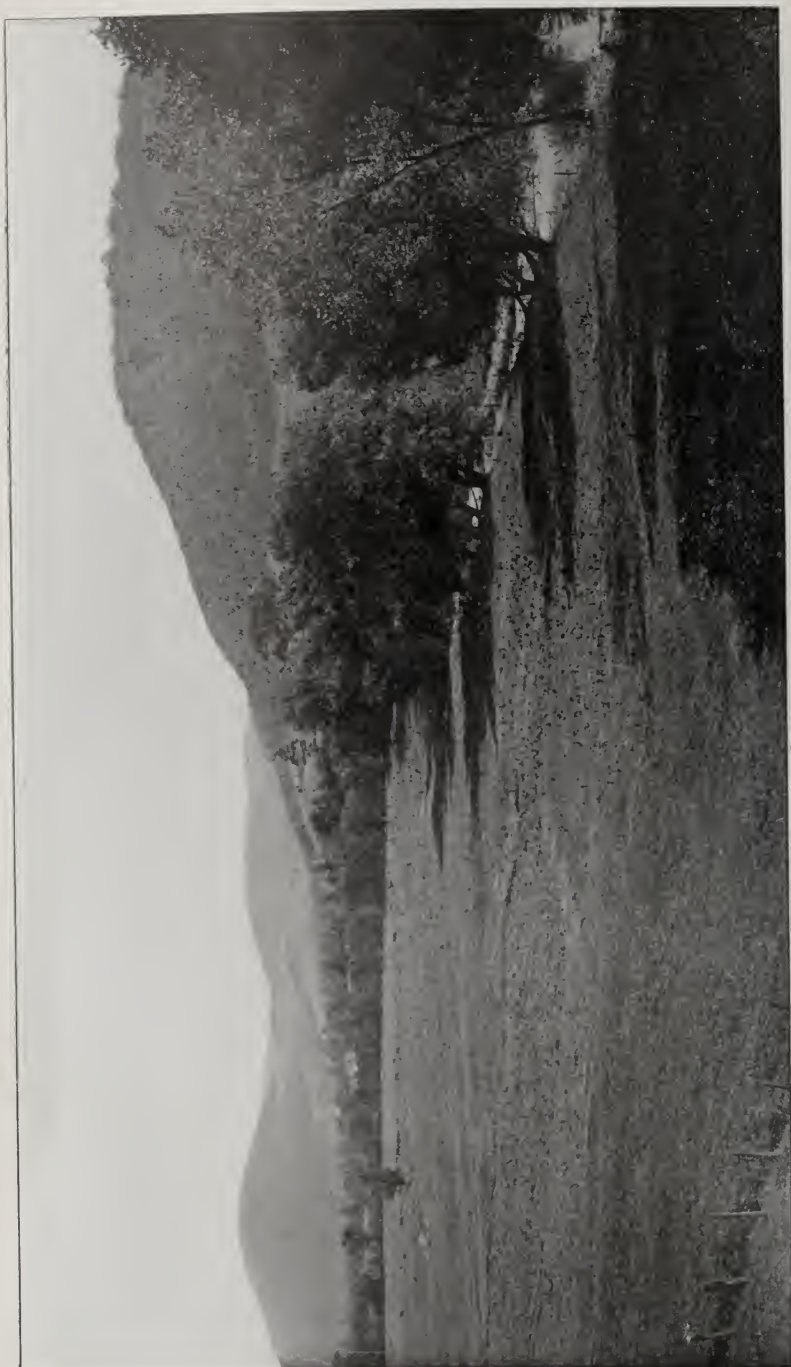


THE VILLAGE OF EAST MEREDITH.

DAVENPORT CENTER is one hundred miles from the river and the elevation is 1,222 feet. This is another one of those charming country places where you find the best air, the best water and plenty of pure milk, butter and eggs for which this country is noted. There are a few desirable small boarding houses, where one may find comfortable quarters during the vacation term. Here also is located Sherman Lake surrounded by beautiful pine groves. This is one of the delightful resorts of the Catskill region, as here are cottages, camps, hotels and various amusements, including boating, bathing and fishing.



WEST DAVENPORT is now reached and you are one hundred four miles from the Hudson. The elevation is 1,178 feet. This is a small hamlet pleasantly located and within four miles of the western terminus of the line and surrounded by a rich agricultural district. There are a few comfortable boarding houses located in the village where desirable accommodations may be found for those seeking a quiet summer home.



THE MEADOWS AND THE MOUNTAINS NEAR BLOOMVILLE.

ONEONTA, the western terminus, is one hundred seven miles from Kingston Point and 1,094 feet above tide water. It is the center of a very wide stretch of farming country, situated in a broad valley. The streets are broad and heavily shaded, level and kept in good order. Its population is from 8,000 to 10,000. It has all modern improvements, including a first-class system of water works, an up-to-date electric plant, a complete system of sewers, a trolley road connecting the eastern and western ends of the town and many handsome and attractive residences. The business portion of the town is well equipped with fine business houses, stores and markets. It also has a modern and well-fitted theatre, first-class hotels, a normal school which has some 500 students. The place also has two fine clubs, banks, a very handsome Y. M. C. A. building, several beautiful churches, one of the largest fair grounds in the State, and many other attractions. At Oneonta The Ulster & Delaware connects with the Susquehanna Division of the Delaware & Hudson Railroad. Also with the Cooperstown Branch of the D. & H. system and with the trolley line running to Cooperstown and Richfield Springs.

The variety of scenery through the "Haunts of Rip Van Winkle" after a trip along the famous Hudson river, either by rail or boat, thence through the Charlotte Valley, makes this a charming trip and the favorite route to those popular resorts.

Cooperstown is a village of handsome residences, pleasant homes and the hand of elegant culture is everywhere to be seen. The village has an excellent system of water works, the supply being taken from Otsego Lake. It has many charming walks and drives and is a good center for excursions. The lake supplies good boating and fishing.



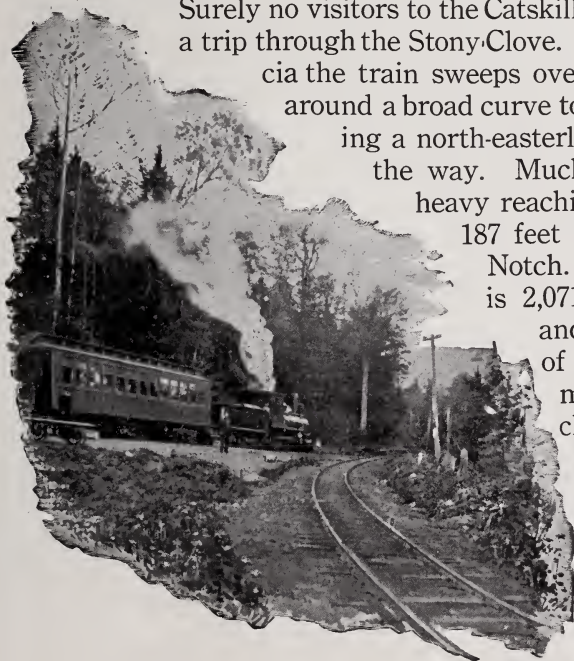


A VIEW OF HAINES' FALLS AND VICINITY.

THE STONY CLOVE AND KAATERS-KILL BRANCH. In order to reach the Greene county section of the range, so long and justly famous in song and story for its rare scenic attractions, where thousands of summer visitors from every clime have revelled and recuperated year after year, the main line of The Ulster & Delaware system must be left at Phoenicia and visitors for that delightful region reach it without change of cars.

Many pages might well be devoted here to the entrancing scenery which unrolls like a panorama as the train proceeds through this wonderful valley and mountain canyon, known far and wide as the Stony Clove Notch. Though familiar with all the graphic descriptions upon paper and canvas, one is sure to be surprised with the charming reality. Geologists differ widely as to the probable cause of this marvelous cleavage of the crags as seen in this Notch, or at what stage of the world's history this mighty upheaval took place. While the traverse strata or rock on either side, closely corresponding in character and elevation, seemed to have been severed and forced asunder a few rods by some Cyclopean impulse and then held immovable, we can get no further in our speculative dream than that.

Surely no visitors to the Catskills will care to miss a trip through the Stony Clove. Leaving Phoenicia the train sweeps over the Esopus and around a broad curve to the right, pursuing a north-easterly course most of the way. Much of the grade is heavy reaching a maximum of 187 feet per mile near the Notch. The summit there is 2,071 feet above tide and there is a climb of 1,273 feet in ten miles, and you are charmed amid the marvelous beauties of this primeval bit of nature. The first station on this branch is





TWILIGHT INN, TWILIGHT PARK.

CHICHESTER, thirty miles from Kingston Point and 1,014 feet above tide. It was named for the Chichester family which came originally from Wales. There are extensive manufacturing plants and a collection of small dwellings down in the valley. Chairs and fine cabinet work are made there, to which the place is devoted. Soon after leaving the station, if at the right season in June, you pass through a perfect flower garden of mountain laurel, which extends for acres upon either side, each shrub a gorgeous mass of pink beauty in a setting of dark green leaves. In fact, this entire route presents a charming variety of wild flowers, ferns, trailing vines and green shrubbery which bloom in succession during the summer, filling the air with wildwood fragrance. Lovers of plants and wild flowers may revel in the woodland treasures which abound in this region. Among the species found are clematis, ferns in great variety, sarracenias, honeysuckles, Indian pipe, daisies, eupatorium, lilies, phlox, and a host of others.

LANESVILLE, thirty-three miles from Kingston Point and elevation of 1,355 feet, is the next stop, and a favorite section with modest visitors who prefer to avoid the bustle and the crowd. There are several houses in this picturesque locality where solid comfort may be enjoyed and there is good fishing in the surrounding streams. Steeple Mountain and Burnt Knob rise abruptly skyward over across the valley, and there are various other soaring peaks



with craggy crests now coming into view, which add rugged grandeur to the scene. Another three miles upward and onward brings the train to a halt at



AT THE CATSKILL MOUNTAIN HOUSE LOOKING OVER THE HUDSON VALLEY.

EDGEWOOD, 1,787 feet above tide. Nature's setting will engage your attention. Until this point you have been on the eastern slope of the deep valley, with the Stony Clove Creek and the old wagon road far below and cascades, mills, little churches, schools and cottages at intervals, where a few acres of almost perpendicular meadows have been reclaimed from the relentless grasp of the great crag. The Notch itself is now just ahead and the valley contracts suddenly as its throat is approached. The valley ends, or rather begins just here with a broad open pool of water in which the picturesque margin of fallen and upright dead and other green and beautiful spruce trees are reflected. There is now a climb of 280 feet to reach the summit in the Notch and the grade can no longer be evaded or trifled with. There is not much over a mile in which to make the ascent, and you feel, hear and see that it is uphill. You hear the whistle and bell which waken the echoes in unbending measure and next you feel the brakes released as the train begins a gradual descent. You are in the Notch, with Hunter

Mountain, 4,380 feet, and the second highest in the range, on the left, straight toward the sky, and Plateau Mountain on the right, with a narrow strip of sky far above. The track and the old wagon road are battling for space at the bottom of the gorge for a time; but the rocky and rooty road has the right of way by priority of possession and must be duly respected.





BOATING ON KAATERSKILL LAKE.

KAATERSKILL JUNCTION, forty miles from Kingston Point and elevation 1,722 feet, is at length announced. This is the point where passengers change for the Hunter branch.

HUNTER is one of the most popular summer regions in the Catskills. It is a quaint little mountain village, the town being formerly known as "Greenland."

The general elevation is about 1,600 feet, and there is a wealth of picturesque attractions. Bits of ancient architecture are yet to be seen in the mile or more of street that stretches along the northerly side of the Schoharie creek. There are several large and attractive hotels, two or three churches, many stores and shops. "Colonel's Chair" peak, 3,165 feet high, a spur of Hunter Mountain, forms the southern sky-line immediately across the Schoharie, to which the ascent is easy and most interesting, as it is also to the parent crag. In addition to all this, there are miles upon miles of excellent roads, leading out in every direction. Previous to the railway it was almost inaccessible, however, as were the favorite regions of Beaches Corners, Lexington, Hensonville, Windham and Jewett Heights, which are now reached by stage from this station. But resuming the eastward journey at Kaaterskill Junction, we have still eight miles of rails to traverse before reaching the northeastern terminus of this mountain system. A run of three miles brings us to

TANNERSVILLE, 1,863 feet above tide. Colonel Edwards of Northampton, Mass., moved in the town early in the last century and established an extensive tanning plant there; and it soon became a great tanning center, remaining thus until the hemlock bark was exhausted. This fact led to its name. It has long been a very popular boarding section and has grown in favor with cottagers. There are numerous hotels, various social clubs and other associations which have been attracted here and converted large tracts of land into parks and fine roadways and erected many handsome summer dwellings and fine club-houses. Among these may be named the Elka Park Association over on Spruce top slope, near the source of the Schoharie, seen on the right, Onteora Park across the valley, north of the station, and Schoharie Manor adjoining Elka Park.



LEDGE END INN, SANTA CRUZ PARK.

HAINES' FALLS is at the end of the succeeding two miles, which are sure to challenge the admiration, even at this late stage of the journey. Another lively station is this, nearly 2,000 feet above the sea. You are now at the head of the famous Kaaterskill Clove, of which there is but one, and the like of which there is no other. For entrancing beauty of situation it has no equal. The view down the great canyon to the Hudson and beyond, is grand and beautiful, defying all description of pen or brush, and there is rare native charm on every hand. Nothing which man has done—and there is much of his work here—has been able to despoil the mighty chiseling of nature in this great clove, nor even divert the attention for a moment from the sublime and transcendent vastness of this scene. Here at the head of the canyon the water plunges madly over the precipice 160 feet in height and then descends by a series of cascades and rapids 1,200 feet more in four miles, to Palenville on its woodland way to the Hudson. Half way down it is joined by the Kaaterskill stream which tumbles in from the lateral gorge on the left. It is not strange, of course, that people love to linger here, as there are many good hotels, large and small. Just over the falls and on the massive slope of Mount Lincoln, which here towers 3,664 feet in the air and forms the great south wall of the clove, several parks have been established. These will be seen most effectively soon after the train leaves the station. The first is Sunset Park, above the falls, then follow Twilight and Santa Cruz Parks, with their many attractive cottages, casinos and club houses, which together make a very extensive settlement here in the woods in picturesque contrast to the unrivalled mountain setting. A summer home here, with housekeeping cares and fashion at the minimum, must be and is, highly enjoyable.

As the train moves onward through this historic region, with the gorge now on the right, you will need to be alert to catch even a passing glimpse of the many objects of interest that appear in quick succession. Through the trees on the right, just before reaching the next station, two miles above, will be seen the celebrated Kaaterskill Falls, which "Natty Bumpo" called "the best piece of work in the woods." The momentary stop is



SUNSET ROCK NEAR KAATERSKILL

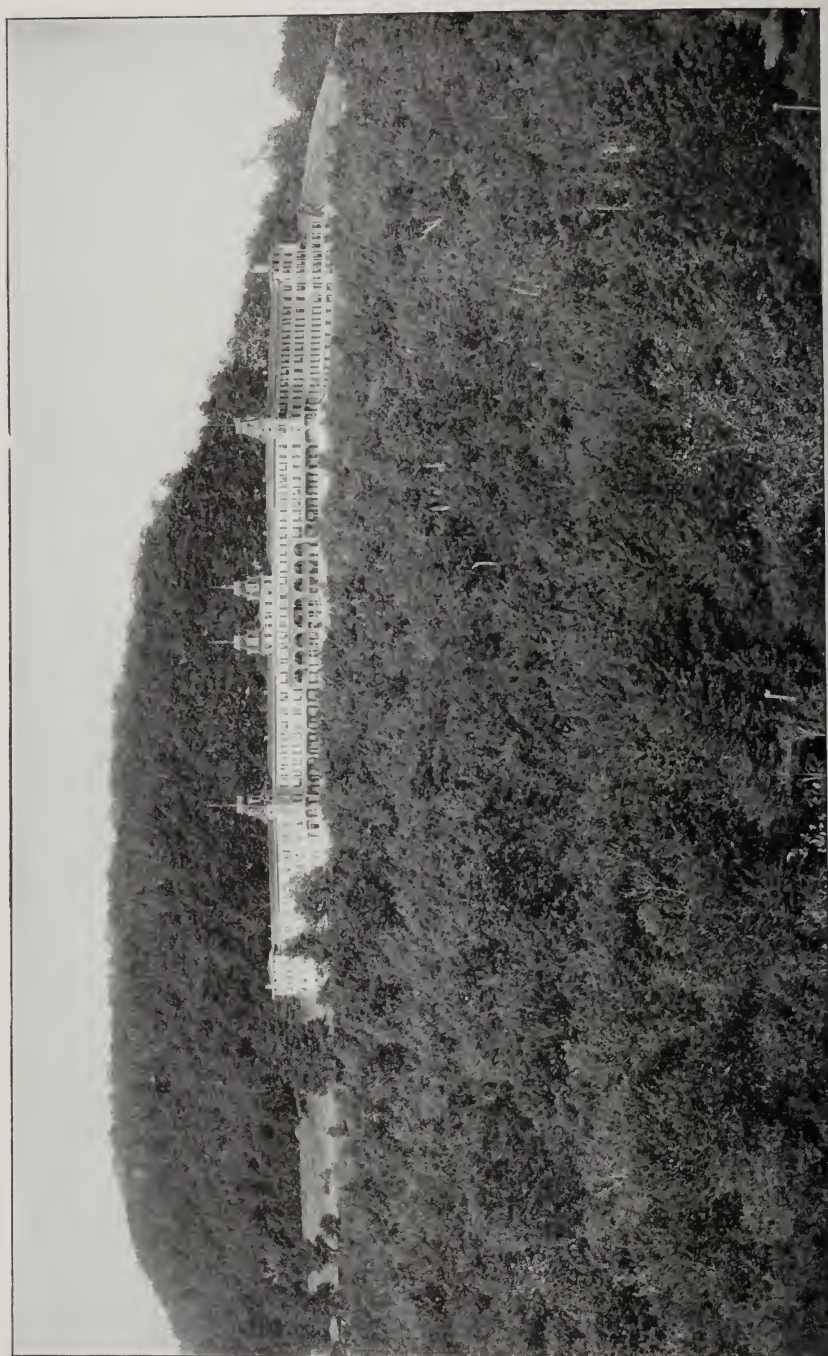
LAUREL HOUSE STATION. A few rods down to the right stands that familiar and historic old resort at the head of this beautiful gorge into which the silvery sheen of sparkling water tumbles hundreds of feet from a solid amphitheatre of shelving rock beneath which and behind the falling foam itself you may walk on the other shelves of rock, dry shod, and view the novel scene, which well repays for the labor of the return climb. It is a resort with many hallowed associations extending over three-quarters of a century.

The entrancing spot has inspired the pens and brushes of authors and artists for a century and its beauty can never fade. Sunset rock, less than a mile along the slope of this gorge, and at an elevation of 2,115 feet, is a famous outlook over the yawning canyon, where Haines' Falls makes a charming picture up at the head of the clove.

The last mile of the railway is now quickly covered through the forest and you alight at

KAATERSKILL STATION on the margin of a beautiful sheet of water known as Kaaterskill Lake, which here nestles lovingly in its mountain basin 2,141 feet above the sea. Half a mile away is the great Hotel Kaaterskill, standing on the crest of the crag and surrounded by a Mountain Park of over 12,000 acres, in which an excellent system of drives and walks is carefully maintained. The view of river and valley from this altitude of over 2,500 feet is unobstructed and charming beyond compare. Prompt and speedy connection is made from every train at this station by light mountain carriages. Here, too, within a short half mile by a lovely road that borders and passes between Kaaterskill and its sister lake, known as North Lake, is the famous old Catskill Mountain House, on that grand old table-rock that has hung there in mid-air, commanding that famous "valley view," the praises of which have been sounded around the world all these years. This old land mark and pioneer summer mountain hotel now opens for its ninety-second season.

*" 'Tis here the eastern sunbeams gild
The hills which rise on either hand ;
Till showers of purple mist are spilled
In glit'ring dewdrops o'er the land."*



THE GRAND HOTEL LOCATED ON MAIN LINE OF U. & D. R. R.

STAGE CONNECTIONS.

AT BIG INDIAN—For Oliverea, 3 miles, fare 25 cents ; for Slide Mountain P. O., 5 miles, fare 50 cents; for Winnisook Lodge, 8½ miles, fare 75 cents ; for Branch, 12 miles, fare \$1.00; for Frost Valley, 15 miles, fare \$1.00; for Claryville, 22 miles, fare \$1.25; connecting with train No. 9 on week days. Also additional service from June 1st until Oct. 1st for Oliverea and for Slide Mountain P. O., connecting with trains Nos. 33 and 7.

AT BLOOMVILLE—For Delhi, 8 miles, fare 75 cents ; connecting with all west bound trains on week days and with train No. 9 on Sunday. Also during summer months automobile service connecting with all trains.

For Bovina Centre, 6 miles, fare 75 cents, connecting with train No. 9 on week days.

AT GRAND GORGE—For Prattsville, 5 miles, fare 50 cents ; for Gilboa, 4½ miles, fare 40 cents, connecting with trains Nos. 7, 8 and 9 on week days, excepting during summer months connecting with trains Nos. 8, 9 and 33.

AT HUNTER—For Windham, 9 miles, fare \$1.00; for Hensonville, 7 miles, fare 75 cents ; for Beaches Corners, 4 miles, fare 50 cents; connecting with trains Nos. 9, (209) and 7, (207) on week days.

For Lexington, 9 miles, fare \$1.00; for Jewett, 9 miles, fare 75 cents; for Ashland, 14 miles, fare \$1.00, connecting with train No. 9, (209) on week days and from June 1st to Oct. 1st also with train No. 7, (207).

AT SHANDAKEN—For Bushnellville, 4½ miles, fare 50 cents ; for Westkill, 8½ miles, fare 75 cents ; for Lexington, 12½ miles, fare \$1.00, connecting with train No. 9 on week days, excepting during summer months connecting with trains Nos. 9, 33 and 7.

AT STAMFORD—For Harpersfield Centre, 4 miles, fare 25 cents, leaving Stamford at 7:30 p. m., on week days.

For South Jefferson, 3 miles, fare 25 cents ; for Jefferson, 7 miles, fare 50 cents ; for Summit, Schoharie County, 14 miles, fare \$1.25 ; for Richmondville, 18 miles, fare \$1.50, connecting with trains Nos. 8, 9 and 7 on week days.

AT TANNERSVILLE—For Elka P. O., 2½ miles, fare 50 cents; for Platte Clove P. O., 7 miles, fare 75 cents; connecting daily with trains Nos. 9 (109) and 7 (107) from July 1st to October 15th, during remainder of year connecting with train No. 9 (109).

For Onteora Park, 2½ miles, fare 50 cents; for East Jewett P. O., 5 miles, fare 75 cents; for Highdecker Turn, 7 miles, fare 90 cents; for Big Hollow P. O., 9 miles, fare \$1.00; for Hensonville P. O., 11 miles, fare \$1.25. connecting on week days with train No. 9 (109).

AT WOODSTOCK STA.—For Woodstock, 4½ miles, fare 40 cents ; for Bearsville, 6½ miles, fare 40 cents ; for Shady, 8 miles, fare 50 cents ; for Lake Hill, 9½ miles, fare 60 cents; for Willow, 13 miles, fare 70 cents, connecting with trains Nos. 9, 33 and 7 on week days, excepting during the winter months the afternoon stage does not go beyond Bearsville. Also during months of July and August, Woodstock Stage meets train No. 37.

For Mead's Mountain House, 7½ miles, fare \$1.00; for Overlook Mountain House, 8½ miles, fare \$1.50, connecting with trains Nos. 33 and 7 during summer months only.

LIST OF STATIONS—ELEVATIONS—DISTANCE TABLE.

| Ulster & Delaware Stations on Main Line and Branches. | | Elevation in feet above tide water. | Dist. from New York. | Dist. from Kingston Point. | Dist. from Rondout Sta. | Dist. from Kingston. (Union Station) |
|---|--------------------------|---|-------------------------|----------------------------------|----------------------------|--|
| Kingston | Kingston Pt. | Tide | ..... | ..... | 1 | 3 |
| | Rondout Sta. | " | ..... | 1 | ..... | 2 |
| | Kingston (Union Station) | 183 | ..... | 3 | 2 | ..... |
| Stony Hollow, | | 423 | 97 | 9 | 8 | 6 |
| Woodstock Station, | | 589 | 99 | 11 | 10 | 8 |
| Ashokan, | | 661 | 105 | 17 | 16 | 14 |
| Cold Brook, | | 639 | 111 | 23 | 22 | 20 |
| Mount Pleasant, | | 713 | 113 | 25 | 24 | 23 |
| Phœnicia, | | 794 | 116 | 28 | 27 | 25 |
| Shandaken, | | 994 | 121 | 33 | 32 | 30 |
| Big Indian, | | 1212 | 125 | 37 | 36 | 34 |
| Pine Hill, | | 1660 | 128 | 40 | 39 | 37 |
| Grand Hotel Station, | | 1889 | 130 | 42 | 41 | 39 |
| Fleischmanns, | | 1519 | 133 | 45 | 44 | 42 |
| Arkville, | | 1372 | 137 | 49 | 48 | 46 |
| Kelly's Corners, | | 1380 | 140 | 52 | 51 | 49 |
| Halcottville, | | 1403 | 142 | 54 | 53 | 51 |
| Roxbury, | | 1495 | 148 | 60 | 59 | 57 |
| Grand Gorge, | | 1563 | 154 | 66 | 65 | 63 |
| South Gilboa, | | 1735 | 159 | 71 | 70 | 68 |
| Stamford, | | 1790 | 162 | 74 | 73 | 72 |
| Hobart, | | 1637 | 166 | 78 | 77 | 75 |
| South Kortright, | | 1523 | 170 | 82 | 81 | 79 |
| Bloomville, | | 1493 | 175 | 87 | 86 | 84 |
| Kortright Station, | | 1868 | 180 | 92 | 91 | 89 |
| East Meredith, | | 1353 | 186 | 98 | 97 | 96 |
| Davenport Center, | | 1222 | 188 | 100 | 99 | 98 |
| West Davenport, | | 1178 | 192 | 104 | 103 | 101 |
| Oneonta, | | 1094 | 195 | 107 | 106 | 105 |
| Chichester, | | 1014 | 118 | 30 | 29 | 27 |
| Lanesville, | | 1355 | 121 | 33 | 32 | 30 |
| Edgewood, | | 1787 | 124 | 36 | 35 | 33 |
| Kaaterskill Junction, | | 1722 | 128 | 40 | 39 | 37 |
| Hunter, | | 1602 | 130 | 42 | 41 | 40 |
| Tannersville, | | 1863 | 131 | 43 | 42 | 40 |
| Haines' Falls, | | 1943 | 133 | 45 | 44 | 42 |
| Laurel House Station, | | 2067 | 134 | 46 | 45 | 44 |
| Kaaterskill, | | 2141 | 135 | 47 | 46 | 44 |

LIST OF ULSTER & DELAWARE STATIONS SHOWING RATES OF FARE FROM JUNCTION POINTS TO ALL POINTS ON MAIN LINE AND BRANCHES.

| TO \ FROM | | Kingston Point | Rondout Station | Kingston (Union Station) | Oneonta |
|--------------------------------|--------------------------------------|-------------------|--------------------|-----------------------------|-----------|
| Kingston | { Kingston Point. | \$. | \$. .05 | \$. .09 | \$. 3.21 |
| | { Rondout Station. | \$. .05 | | .06 | 3.18 |
| | { Kingston (Union Station) | .09 | .06 | | 3.15 |
| Stony Hollow | | .27 | .24 | .18 | 2.97 |
| Woodstock Station | | .33 | .30 | .24 | 2.91 |
| Ashokan | | .51 | .48 | .42 | 2.73 |
| Cold Brook | | .69 | .66 | .60 | 2.55 |
| Mt. Pleasant. | | .75 | .72 | .69 | 2.46 |
| Phoenicia | | .84 | .81 | .75 | 2.40 |
| Shandaken. | | .99 | .96 | .90 | 2.25 |
| Big Indian. | | 1.11 | 1.08 | 1.02 | 2.13 |
| Pine Hill. | | 1.20 | 1.17 | 1.11 | 2.04 |
| Grand Hotel Station | | 1.26 | 1.23 | 1.17 | 1.98 |
| Fleischmanns | | 1.35 | 1.32 | 1.26 | 1.89 |
| Arkville. | | 1.47 | 1.44 | 1.38 | 1.77 |
| Kelly's Corners | | 1.56 | 1.53 | 1.47 | 1.68 |
| Halcottville | | 1.62 | 1.59 | 1.53 | 1.62 |
| Roxbury. | | 1.80 | 1.77 | 1.71 | 1.44 |
| Grand Gorge. | | 1.98 | 1.95 | 1.89 | 1.26 |
| South Gilboa. | | 2.13 | 2.10 | 2.04 | 1.11 |
| Stamford | | 2.22 | 2.19 | 2.16 | .99 |
| Hobart | | 2.34 | 2.31 | 2.25 | .90 |
| South Kortright | | 2.46 | 2.43 | 2.37 | .78 |
| Bloomville. | | 2.61 | 2.58 | 2.52 | .63 |
| Kortright Station. | | 2.76 | 2.73 | 2.67 | .48 |
| East Meredith | | 2.94 | 2.91 | 2.88 | .27 |
| Davenport Center | | 3.00 | 2.97 | 2.94 | .21 |
| West Davenport. | | 3.12 | 3.09 | 3.03 | .12 |
| Oneonta. | | 3.21 | 3.18 | 3.15 | |
| Chichester. | | .90 | .87 | .81 | 2.46 |
| Lanesville. | | .99 | .96 | .90 | 2.55 |
| Edgewood. | | 1.08 | 1.05 | .99 | 2.64 |
| Kaaterskill Junction | | 1.20 | 1.17 | 1.11 | 2.76 |
| Hunter | | 1.26 | 1.23 | 1.20 | 2.82 |
| Tannersville | | 1.29 | 1.26 | 1.20 | 2.85 |
| Haines' Falls | | 1.35 | 1.32 | 1.26 | 2.91 |
| Laurel House Station. | | 1.38 | 1.35 | 1.32 | 2.94 |
| Kaaterskill. | | 1.41 | 1.38 | 1.32 | 2.97 |

CONNECTIONS AT JUNCTION POINTS AS FOLLOWS :

KINGSTON

- AT KINGSTON POINT LANDING—With Hudson River Day Line Steamers.
- AT RONDOUT STATION—With Rhinecliff Ferry for New York Central & Hudson River R. R.
During the season of open navigation passengers arriving via Central-Hudson steamer line and Steamer Mary Powell connect with train following morning.
- AT UNION STATION—With West Shore and Wallkill Valley Railroads.
Also via trolley with N. Y., O. & W. R. R.

- AT PHOENICIA—With Stony Clove & Kaaterskill Branch and for Hunter Branch.
- AT ARKVILLE—With Delaware & Northern Railroad.
- AT ONEONTA—(Stage Transfer)—With Susquehanna Division and Cooperstown Branch of Delaware & Hudson Railroad; also (stage transfer) with trolley line for Cooperstown and Richfield Springs.



A DRIVE IN THE WOODLAND VALLEY.

ONE WAY AND EXCURSION FARES FROM NEW YORK CITY TO POINTS ON THE ULSTER & DELAWARE RAILROAD.

| STATIONS. | Via Hudson River Day Line and Kingston Point. | | Via New York Cen- tral, Rhinecliff and Rondout Station. | | Via Central-Hudson Steamers and Rondout Station. | | Via Steamer Mary Powell and Rondout Station. | | Via West Shore R. R. and Kingston (Union Station.) | |
|----------------------------|---|--------|--|--------|---|------|---|--------|---|--------|
| | One Way | Exc. | One Way | Exc. | One Way | Exc. | One Way | Exc. | One Way | Exc. |
| Arkville | \$2.72 | \$5.20 | \$3.50 | \$6.40 | \$2.34 | | \$2.44 | \$4.40 | \$3.31 | \$6.00 |
| Ashokan | 1.76 | 3.30 | 2.54 | 4.45 | 1.38 | | 1.48 | 2.40 | 2.35 | 4.10 |
| Big Indian | 2.36 | 4.50 | 3.14 | 5.65 | 1.98 | | 2.08 | 3.65 | 2.95 | 5.30 |
| Bloomville | 3.86 | 7.50 | 4.64 | 8.65 | 3.48 | | 3.58 | 6.65 | 4.45 | 8.30 |
| Chichester | 2.15 | 4.05 | 2.93 | 5.25 | 1.77 | | 1.87 | 3.25 | 2.74 | 4.90 |
| Cold Brook | 1.94 | 3.65 | 2.72 | .... | 1.56 | | 1.66 | 2.85 | 2.53 | 4.45 |
| Davenport Center | 4.25 | 8.25 | 4.70 | .... | 3.87 | | 3.97 | 7.45 | 4.70 | 9.15 |
| East Meredith | 4.19 | 8.15 | 4.70 | .... | 3.81 | | 3.91 | 7.35 | 4.70 | 9.00 |
| Edgewood | 2.33 | 4.40 | 3.11 | 5.60 | 1.95 | | 2.05 | 3.60 | 2.92 | 5.25 |
| Fleischmann's | 2.60 | 4.95 | 3.38 | 6.15 | 2.22 | | 2.32 | 4.15 | 3.19 | 5.80 |
| Grand Gorge | 3.23 | 6.20 | 4.01 | 7.40 | 2.85 | | 2.95 | 5.40 | 3.82 | 7.05 |
| Grand Hotel Station | 2.51 | 4.80 | 3.29 | 5.95 | 2.13 | | 2.23 | 3.95 | 3.10 | 5.60 |
| Haines' Falls | 2.60 | 4.95 | 3.38 | 5.80 | 2.22 | | 2.32 | 4.15 | 3.19 | 5.80 |
| Haleottville | 2.87 | 5.50 | 3.65 | 6.70 | 2.49 | | 2.59 | 4.70 | 3.46 | 6.30 |
| Hobart | 3.59 | 6.95 | 4.37 | 8.15 | 3.21 | | 3.31 | 6.15 | 4.18 | 7.75 |
| Hunter | 2.51 | 4.80 | 3.29 | 5.95 | 2.13 | | 2.23 | 3.95 | 3.13 | 5.65 |
| Kaaterskill | 2.66 | 5.10 | 3.44 | 5.80 | 2.28 | | 2.38 | 4.25 | 3.25 | 5.80 |
| Kaaterskill Junction | 2.45 | 4.65 | 3.23 | 5.80 | 2.07 | | 2.17 | 3.85 | 3.04 | 5.50 |
| Kelly's Corners | 2.81 | 5.40 | 3.59 | .... | 2.43 | | 2.53 | 4.55 | 3.40 | 6.20 |
| Kortright Station | 4.01 | 7.80 | 4.70 | .... | 3.63 | | 3.73 | 6.95 | 4.60 | 8.60 |
| Lanesville | 2.24 | 4.25 | 3.02 | 5.45 | 1.86 | | 1.96 | 3.45 | 2.83 | 5.05 |
| Laurel House Station | 2.63 | 5.00 | 3.41 | 5.80 | 2.25 | | 2.35 | 4.20 | 3.25 | 5.80 |
| Mt. Pleasant | 2.00 | 3.75 | 2.79 | 4.95 | 1.62 | | 1.72 | 2.95 | 2.62 | 4.65 |
| Oeonota | 4.46 | 8.40 | 4.70 | 9.40 | 4.08 | | 4.18 | 7.85 | 4.70 | 9.40 |
| Phoenicia | 2.09 | 3.95 | 2.87 | 5.15 | 1.71 | | 1.81 | 3.15 | 2.68 | 4.75 |
| Pine Hill | 2.45 | 4.65 | 3.23 | 5.85 | 2.07 | | 2.17 | 3.85 | 3.04 | 5.50 |
| Roxbury | 3.05 | 5.85 | 3.83 | 7.05 | 2.67 | | 2.77 | 5.05 | 3.64 | 6.70 |
| Shandaken | 2.24 | 4.25 | 3.02 | 5.45 | 1.86 | | 1.96 | 3.45 | 2.83 | 5.05 |
| South Gilboa | 3.38 | 6.50 | 4.16 | .... | 3.00 | | 3.10 | 5.70 | 3.97 | 7.35 |
| South Kortright | 3.71 | 7.20 | 4.49 | 8.35 | 3.33 | | 3.43 | 6.35 | 4.30 | 8.00 |
| Stamford | 3.47 | 6.70 | 4.25 | 7.95 | 3.09 | | 3.19 | 5.90 | 4.09 | 7.55 |
| Tannersville | 2.54 | 4.85 | 3.32 | 5.80 | 2.16 | | 2.26 | 4.00 | 3.13 | 5.65 |
| West Davenport | 4.37 | 8.40 | 4.70 | 9.40 | 3.99 | | 4.09 | 7.70 | 4.70 | 9.30 |
| Woodstock Station | 1.58 | 2.90 | 2.36 | 4.10 | 1.20 | | 1.30 | 2.10 | 2.17 | 3.75 |

EXCURSION TICKETS NOT ON SALE.



CHURCHILL HALL
HOTEL HAMILTON

S. I. BROWN, Prop.

STAMFORD, N. Y.

Accommodates 350. Terms: Apply.



THE REXMERE

C. W. PECK, Prop.

STAMFORD, N. Y.

Accommodates 150. Terms: Apply.

Opens June 26.



VILLA BELLE AIRE

MRS. GEORGE A. GRIFFIN, Prop.

STAMFORD, N. Y.

Accommodates 15. Terms: Apply.

Open all the year.



NEW GRANT HOUSE

MRS. JOHN H. HISCOX, Prop.

STAMFORD, N. Y.

Accommodates 75. Terms: Apply.



THE TERRACE

MRS. R. C. SIMPSON, Prop.

STAMFORD, N. Y.

Accommodates 75. Terms: \$10 and up.

Open May to November.



THE LINGLESIDE

C. H. BECKER, Prop.

STAMFORD, N. Y.

Accommodates 50. Terms: Apply.



MOUNTAIN VIEW HOUSE.

BENJ. MAC KILLIP, Prop.

STAMFORD, N. Y.

Accommodates 100. Terms: Apply.



GREYCOURT INN

J. W. BURNETT, Mgr. and Prop. STAMFORD-IN-THE-CATSKILLS.

Many improvements, including several additional bath rooms.

Accommodates 80. Terms: Apply.



KENDALL PLACE

G. W. KENDALL, Prop.

STAMFORD, N. Y.

Accommodates 70. Terms: Apply.



THE ELMWOOD

C. J. HAMILTON, Prop.

STAMFORD, N. Y.

Accommodates 35. Terms: Apply.



DEVASEGO INN

S. D. MASE, Prop.

PRATTSVILLE, N. Y.

Accommodates 175.

Terms, reference and descriptive booklet on application.



Devasego Falls on the Schoharie at Devasego Inn.



FAIRVIEW HOUSE

CHARLES GLANTZ, Prop.

ARKVILLE, N. Y.

Accommodates 75. Good fishing. Booklet. Terms: \$10 and up.



THE RISELEY FARM HOUSE

A. N. RISELEY'S SONS, C. N. RISELEY, Prop. WOODSTOCK, N. Y.

Established 1875. Accommodates about 80. Terms: \$8.00 up.
Reduction for Spring and Fall months. Large veranda, ample
shade, pine grove, tennis court, etc. Booklet.



SCHOHARIE MANSION

ELKA PARK, N. Y.

A hotel of superior appointments.

Accommodates 100.

Terms: \$15 up.



TWIN MOUNTAIN HOUSE

EUGENE M. DIBBELL, Prop.

ELKA PARK P. O., N. Y.

Accommodates 150. Terms: Apply.

Open June 1st to October 1st. Automobile will meet guests at
Tannersville Station.



BELLE VUE HOUSE AND COTTAGES

A. H. LEGG, Prop.

HAINES' FALLS, N. Y.

Accommodates 70. Terms: \$8.00 to \$15.00 per week.

Pleasantly located at an elevation of over 2,000 feet above tide water.



SUNSET PARK INN

J. F. BYRNES, Prop.

HAINES' FALLS, N. Y.

Accommodates 200. Terms: Apply.



THE KENWOOD HOUSE

ELMER E. PELHAM, Prop.

HAINES' FALLS, N. Y.

Accommodates 60. Terms: Apply.



UPLAND FARM HOUSE AND COTTAGES

C. H. LEGG, Prop.

HAINES' FALLS, N. Y.

Accommodates 60. Terms: \$8.00 to \$10.00 per week.

Situated on the slope of North Mountain, altitude 2,500 feet.

Automobile meets all trains.



THE LOXHURST AND COTTAGE

C. A. MARTIN, Prop.

HAINES' FALLS, N. Y.

Accommodates 125. Terms: \$8.00 to \$15.00 per week.



UNIQUE HOUSE AND COTTAGE

E. B. HAINES, Prop.

HAINES' FALLS, N. Y.

Accommodates 75. Terms: Apply.



ROCKLAND FARM HOUSE

A. B. LAYMAN, Prop.

HAINES' FALLS, N. Y.

Accommodates 65. Terms: Apply.



MOUNTAIN REST HOUSE

IRA S. RIDER, Prop.

HAINES' FALLS, N. Y.

Accommodates 50. Terms: Apply.



THE LAUREL HOUSE

Located at Laurel House Station, (Post Office, Haines' Falls, N. Y.)

A. C. INGLESSI, Prop.

Accommodates 300. Terms: Apply.

One of the most picturesque and healthful locations in the mountains.



GEO. H. BEACH, Mgr.

CATSKILL, N. Y.

(R. R. Station, Kaaterskill, N. Y.)

Accommodates 400. Rates: Apply. Elevation 2,250 feet.

The world famed view from this popular resort extends over 12,000 square miles of the valley of the Hudson, unsurpassed anywhere in the world.



THE GRAND HOTEL

Under New Management.

At Grand Hotel Station, on main line U. & D. R. R.

(Post Office, Highmount, N. Y.)

"Most modern equipped hotel in the Catskills." Sanitary and hygienic conditions absolutely perfect. Superior grill and rathskeller. Special attractions and inducements for the younger set. Daily Tea Dansants, free to guests. Weekly tournaments. Prizes awarded.

Opens June 25th.

HARRISON S. DOWNS, Proprietor.

PREVENT FOREST FIRES.

DO YOU REALIZE that hundreds of human lives and millions of dollars worth of property are destroyed each year by forest fires?

DO YOU REALIZE that most of this loss may be avoided by the exercise of caution by all who go into the woods for business or pleasure?

DO YOU REALIZE that in New York State alone, industries dependent upon wood, manufacture products worth nearly \$400,000,000 annually and employ 200,000 people?

DO YOU REALIZE that the sum of \$20 is spent largely in wages, on every thousand board feet of timber which is taken from the forest, and when that amount of timber is destroyed by fire there is a loss to the community far in excess of \$20?

DO YOU REALIZE that one forest fire may completely destroy the attractive features of your favorite mountain trail or picnic ground?

DO YOU REALIZE that nature unassisted requires hundreds of years to re-establish a forest which has been destroyed by a bad forest fire?

YOU SHOULD REALIZE THESE FACTS AND BE CAREFUL WITH FIRE WHEN IN OR NEAR THE FOREST.

DON'T drop lighted matches or throw them out of the car window where they may start forest fires.

DON'T leave burning cigars, cigarettes, or pipe ashes where they may set fire to inflammable material.

DON'T leave your camp fire until you are sure it is out.

EXERCISE THE SAME CARE WITH FIRE IN THE FOREST THAT YOU WOULD TAKE WITHOUT QUESTION IN YOUR OWN HOME OR IN THE CITY. THE LAW REQUIRES IT.

PREVENTION OF FIRES MEANS A SAVING TO EVERY MEMBER OF THE COMMUNITY..

WON'T YOU HELP.

LIST OF HOTELS AND SUMMER BOARDING HOUSES

ON OR NEAR THE LINE OF

THE ULSTER AND DELAWARE RAILROAD.

| RAILROAD STATIONS. | POST-OFFICE ADDRESS. | | Miles from Station. | Per Week. | Accommodations for |
|--|-----------------------|--|---------------------|--------------|--------------------|
| | Post-Office. | NAME. | | | |
| WOODSTOCK STA. Eleven miles from Kingston Point. Elevation above tide water 589 feet. | Woodstock, Ulster Co. | Dr. H. A. Tupper, Mgr., Overlook Mountain House. | 9 | \$12 to \$15 | 150 |
| | " | Andrew Kohl, The Irvington. | 4½ | 8 to 10 | 75 |
| | " | Mrs. Ella Riseley. | 5 | 8 to 10 | 25 |
| | " | Mrs. S. Magee. | 5 | 8 to 10 | 25 |
| | " | Mrs. William S. Mead, "Meads". | 7 | 8 to 14 | 75 |
| | " | C. N. Riseley, Riseley's Farm House. | 4½ | 8 to 12 | 65 |
| | " | J. C. Twaddell. | 5 | 8 to 10 | 25 |
| | " | T. M. Herrick. | 5 | 8 to 10 | 25 |
| | " | A. Cooper. | 5 | 8 to 10 | 25 |
| | " | Herbert Riseley. | 5 | 8 to 10 | 30 |
| | " | Chas. S. Hasbrouck, Maplewood Cottage. | 4 | 6 to 9 | 18 |
| | " | Wm. E. Reynolds. | 6 | 8 to 12 | 40 |
| | " | Philip Dumond. | 5 | 7 to 8 | 15 |
| | " | Elwyn Cottage. | 4½ | 7 to 10 | 20 |
| West Hurley P. Co., Ulster Co. | " | Otto Beisel. | 2 | 7 to 8 | 30 |
| " | " | Richard Brueckner. | 2 | 6 to 7 | 20 |
| " | " | Emily Voigt. | 2 | 6 to 8 | 16 |
| " | " | John Frohner. | 2 | 8 to 10 | 30 |
| Shady, Ulster Co. | " | Lincoln McDaniel. | 8 | 8 to 10 | 20 |
| " | " | Martin McDaniel. | 8 | 8 to 10 | 20 |
| Bearsville, " | " | Henry F. Van de Bogart. | 7 | 7 to 8 | 30 |
| " | " | John P. Lasher. | 7 | 7 to 10 | 15 |
| Lake Hill, " | " | A. Perry Mosher. | 9 | 5 to 10 | 20 |
| " | " | W. E. Hasbrouck. | 9 | 5 to 10 | 15 |
| " | " | Wilbur Brothers. | 11 | 5 to 7 | 30 |
| " | " | M. Sagendorf. | 9 | 7 | 15 |
| Glenford, " | " | John W. Castle. | 3 | 7 to 8 | 30 |
| " | " | Wm. Moore. | 3 | 5 to 7 | 15 |

ASHOKAN.

Seventeen miles from Kingston Point. Elevation above tide water **661** feet.

| Ashokan, | Ulster Co. | E. D. Secor. | 1 | Apply | 30 |
|--------------------|------------|-------------------------------------|-------|---------|----|
| " | " | Siras Oudney | 1 | " | 15 |
| " | " | Ben. Secor. | 1 1/2 | " | 25 |
| " | " | O. N. Perry | 1 1/2 | " | 15 |
| Shokan, | " | A. Green | 1 | " | 20 |
| " | " | J. J. Gulnac | 1 1/4 | " | 25 |
| " | " | Mrs. R. W. Longyear | 1 1/2 | " | 25 |
| " | " | Edward Terwilliger | 1 1/2 | " | 25 |
| " | " | Mrs. C. DuBols | 1 1/2 | " | 30 |
| Ashton, | " | C. H. Warren | 1 1/2 | " | 30 |
| " | " | Geo. J. Whittle | 2 | " | 10 |
| Brodhead's Bridge, | " | Loren Allen | 1 | \$5 | 10 |
| " | " | James McMillan | 3/4 | 6 to 7 | 15 |
| " | " | David McLean | 1 1/2 | 6 | 15 |
| Olive Bridge, | " | Willis Davis | 5 | 5 to 6 | 10 |
| " | " | T. W. Cornish | 5 | Apply | 10 |
| " | " | Jacob Merrihew | 5 | " | 20 |
| " | " | Frank Roosh | 5 | " | 10 |
| Krumville, | " | Benjamin Merrihew | 7 | " | 75 |
| " | " | Elisha Merrihew | 7 | " | 75 |
| " | " | John Barringer | 7 | 6 to 7 | 20 |
| " | " | F. V. Lyons | 7 | Apply | 50 |
| " | " | S. C. Owens | 7 | " | 8 |
| Samsonville, | " | Granville Boice | 9 | " | 10 |
| " | " | George Davis | 9 | 6 to 7 | 20 |
| " | " | A. C. Chambers | 9 | 7 to 8 | 15 |
| Beechford, | " | Mrs. Hermance | 1-16 | Apply | 25 |
| " | " | J. Winne, Prop., Beechford House | 1/2 | 8 to 12 | 35 |
| Wittenberg, | " | Orlando Short | 1 1/2 | Apply | 25 |
| " | " | Floyd Stone | 2 | " | 20 |
| " | " | Loren Short | 1 1/2 | " | 10 |
| Boiceville, | " | Alonzo Burger | 1 1/2 | " | 20 |
| " | " | Thos. Fenney | 1 1/2 | " | 20 |
| " | " | Frank Lane | 1 1/2 | " | 10 |
| West Shokan, | " | N. W. Bishop, "The Hemlocks" | 4 | 10 | 15 |
| " | " | Matthias Burgher, "Burgher House" | 4 | Apply | 40 |
| " | " | Mrs. J. A. Smith, "Wildwood" | 4 | " | 10 |
| " | " | Chas. Hesley, "Fair View" | 4 | " | 20 |
| " | " | V. Winchell, "Valley Stream House" | 3 | 8 to 10 | 35 |
| " | " | E. VanKleeck, "Pleasant View" | 4 | 7 | 10 |
| " | " | "Mt. Breeze Cottage," Mrs. S. Jones | 4 | 8 | 20 |
| " | " | R. D. Schell | 1 | Apply | 40 |
| " | " | Winne House | 2 | 7 to 10 | 60 |
| " | " | Burgher House | 1 | 8 to 10 | 40 |
| " | " | L. S. Randall | 3/4 | Apply | 20 |
| " | " | Mrs. Edwin DeVall | 1 | " | 20 |
| " | " | Sherman Lockwood | 2 1/2 | " | 25 |
| " | " | Jacob Eichler | 1 3/4 | " | 25 |

COLD BROOK.

Twenty-three miles from Kingston Point. Elevation above tide water **639** feet.

MOUNT PLEASANT.

Twenty-five miles from Kingston Point. Elevation above tide water **713** feet.

| RAILROAD STATION. | POST-OFFICE ADDRESS. | | Miles from Station. | Terms per Week. | Accommodations for |
|--|-------------------------|---|---------------------|-----------------|--------------------|
| | Post-Office. | NAME. | | | |
| MOUNT PLEASANT. | Mt. Tremper, Ulster Co. | W. A. Slyvert..... | 2 | Apply | 15 |
| | " | Frank Smith..... | 1 | " | 15 |
| Mt. Pleasant, | " | Mrs. O. Meister..... | 1½ | " | 40 |
| | " | Mrs. Alice Lane..... | 1½ | " | 20 |
| Lake Hill, | " | Cockburn House..... | 1-10 | " | 125 |
| | " | G. O. Hedges..... | 1-10 | " | 10 |
| Willow, | " | Mrs. J. B. Winne..... | ½ | " | 20 |
| | " | Mt. Breeze House, Orville Every..... | ½ | " | 60 |
| Phocutia, | " | R. R. Wilber..... | 4½ | " | 30 |
| | " | W. F. Cooper..... | 4½ | \$8 to 8 | 75 |
| Phocutia, | " | The Hill Crest..... | 6 | Apply | 20 |
| | " | Leonard Hoyt..... | 3½ | " | 25 |
| Stony Clove and Knatterskill Railroads, | " | J. H. Martin..... | 5 | Apply | 10 |
| | " | A. Whispell, Central Hotel..... | ¼ | Apply | 25 |
| Phoenicia. | " | F. J. Hanf, Phoenicia Hotel..... | ¼ | " | 12 |
| | " | Mary E. Winter, Winter Cottage..... | ¼ | " | 25 |
| Twenty-eight miles from Kingston Point. Elevation above tide water 794 feet. Junction of Stony Clove and Knatterskill Railroads, | " | O. A. Oles, Globe Hotel..... | .... | " | 20 |
| | " | James Kinkade..... | ½ | " | 30 |
| Woodland, | " | George Benjamin..... | ½ | " | 12 |
| | " | Mrs. William Barber..... | ¼ | " | 20 |
| Riselayes, | " | H. C. Lange, Waldorf..... | ½ | " | 100 |
| | " | Mrs. Newton J. Knapp..... | ½ | " | 20 |
| Allaben, | " | Simpson House, J. H. Shipson..... | ½ | 5 to 7 | 30 |
| | " | Rock Spring Farm..... | 1 | Apply | 30 |
| Shandaken, | " | J. A. Lord, Brookside Cottage..... | 4½ | 8 to 12 | 40 |
| | " | E. B. Miller, The Roxmore..... | 4 | Apply | 100 |
| Shandaken, | " | Hotel Wittenburg, J. H. Berg, Prop..... | 2 | 5 to 7 | 100 |
| | " | William Lanfery..... | ¼ | Apply | 15 |
| Shandaken, | " | George Eunist..... | 2 | " | 35 |
| | " | G. B. Riskey..... | ¼ | " | 20 |
| Shandaken, | " | George H. Gulnick..... | 1½ | " | 10 |
| | " | The Lafayette..... | 1½ | " | 15 |
| Shandaken, | " | Austin Griffin..... | ½ | " | 10 |
| | " | William Story..... | ½ | " | 10 |
| Shandaken, | " | Mrs. George R. Dutcher..... | 1¼ | " | 10 |
| | " | Elizabeth Whitney..... | 1¼ | " | 20 |
| Shandaken, | " | Chas. Clearwater..... | 1¼ | " | 10 |
| | " | The Clarendon, E. J. Colwell..... | 2 | " | 80 |
| Shandaken, | " | Gossoo Farm..... | 3 | " | 10 |
| | " | Hotel Glenbrook, Anna E. Maysans..... | 1¼ | 10 | 200 |
| Shandaken, | " | O. A. Van Valkenburg..... | 2 | Apply | 30 |
| | " | "Woodlyn",..... | 1½ | 7 to 10 | 10 |

SHANDAKEN.

| | | | | |
|-------------------------------|--|-----|----------|-----|
| Shandaken, Ulster Co..... | Ell Miller..... | 1½ | Apply | 10 |
| " " "..... | Van Valkenburgh Farm House..... | 2 | \$7 to 8 | 30 |
| Lexington, Greene Co..... | Whitney Hotel, J. F. Foubly, Mgr..... | ... | Apply | ... |
| " " "..... | B. O'Hara..... | 12 | 10 to 15 | 200 |
| " " "..... | Smith House..... | 12 | Apply | 30 |
| " " "..... | L. Felber..... | 12 | " | 30 |
| " " "..... | Clarence Thompson..... | 12 | " | 60 |
| " " "..... | H. Kipp, Kipp House..... | 12 | " | 45 |
| " " "..... | George Moore..... | 12 | " | 30 |
| " " "..... | Crystal Lake House, C. L. Kipp..... | 12 | " | 125 |
| " " "..... | J. Hermann..... | 12 | " | 20 |
| Westkill, "..... | L. Harter..... | 9 | 8 to 10 | 30 |
| " " "..... | Echo Notch House, R. S. Tuttle..... | 9 | Apply | 25 |
| " " "..... | C. Humphrey..... | 9 | " | 75 |
| " " "..... | W. G. Lilley, Deyo House..... | 9 | " | 25 |
| " " "..... | E. A. Chamberlin..... | 9 | " | 25 |
| Bushnellville, Ulster Co..... | John B. Rider..... | 5 | 7 to 8 | 25 |
| " " "..... | Jenkins House..... | 5 | Apply | 40 |
| " " "..... | F. Hummell..... | 5 | " | 20 |
| " " "..... | Mountain Brook House..... | 5 | " | 25 |
| " " "..... | A. L. Outaer..... | 3 | 8 to 9 | 40 |
| " " "..... | C. W. Whitney..... | 4 | 8 to 12 | 35 |
| " " "..... | D. C. Dutcher..... | ¼ | Apply | 20 |
| Big Indian, "..... | G. W. Lament..... | ... | " | 30 |
| " " "..... | James Donohoe..... | 1 | " | 40 |
| " " "..... | Mrs. D. C. Myers..... | 1 | " | 10 |
| " " "..... | Isaac Smith..... | 1 | " | 20 |
| " " "..... | W. Marsh..... | ... | " | 30 |
| " " "..... | The Chieftain, M. Zelsler, Proprietor..... | 1 | " | 60 |
| " " "..... | W. B. Garrison..... | 1½ | " | 25 |
| " " "..... | G. A. Dutcher..... | ¼ | " | 15 |
| " " "..... | Chas. Hummell..... | ¼ | " | 15 |
| " " "..... | Mrs. N. Smith..... | ... | " | 15 |
| " " "..... | F. L. Mackey..... | ... | " | 15 |
| " " "..... | J. H. Hedler..... | ½ | " | 20 |
| " " "..... | M. G. Thompson..... | 1 | " | 15 |
| " " "..... | Mrs. O. J. Molyneux..... | ... | 7 to 10 | 50 |
| " " "..... | Benj. Platt..... | ½ | Apply | 10 |
| " " "..... | Mrs. G. W. Murray..... | ... | " | 30 |
| " " "..... | R. C. Sanford..... | 1 | " | 8 |
| " " "..... | Idle Wild Farm House, W. D. Alez..... | 2½ | " | 16 |
| Olivera, "..... | Edward Dutcher..... | 2½ | 5 to 7 | 15 |
| " " "..... | J. Barnum..... | 2½ | 6 | 25 |
| " " "..... | N. W. Rikert..... | 2½ | " | 10 |
| " " "..... | P. Burnham..... | 8 | Apply | 20 |
| " " "..... | Mountain House, Mrs. Rhen Isaacs..... | 2½ | " | 25 |
| " " "..... | Mrs. W. E. Pomeroy..... | 4 | " | 40 |
| " " "..... | George E. Jocelyn..... | 2 | 7 to 10 | 75 |

BIG INDIAN.

Thirty-seven miles from Kingston Point. Elevation above tide water 1212 feet.

| | | | | | |
|---|---------------------------------|--|-------|----------|------|
| GRAND HOTEL STATION. Forty-two miles from Kingston Point. Elevation above tide water 1889 feet. | Highmount, Ulster Co. | Grand Hotel..... | 1/4 | Apply | 450 |
| | " | Warren Townsend..... | 2 | " | 40 |
| | " | The Gramplan..... | 1 1/2 | " | 100 |
| | " | Frank Stillson, The Overlook..... | 1 1/2 | " | 25 |
| | " | Rossmore House..... | 1 1/2 | \$15 | 200 |
| | " | Holly wood Lodge, H. Tannenbaum, Prop..... | 1 1/4 | Apply | 150 |
| | " | W. P. Harrington, Summit Farm..... | 1 | 8 to 12 | 30 |
| | " | J. Olmstead..... | 1-16 | Apply | 10 |
| | " | Hemlock Vale House..... | 1/4 | " | 10 |
| | " | Summit Ridge Inn..... | 1/2 | " | 40 |
| | Griffin's Corners, Delaware Co. | The Belmont..... | 1 | " | 40 |
| | " | The Sterling..... | 1 | " | 100 |
| | " | Maple Grove House..... | 2 | " | 25 |
| | " | Mr. Addler..... | 1 1/4 | " | 175 |
| | " | Mrs. Mary Lasher..... | 2 1/2 | 6 to 7 | 25 |
| FLEISCHMANN'S. Forty-five miles from Kingston Point. Elevation above tide water 1519 feet. | " | Fleischmann's Hotel..... | 2 1/2 | Apply | 25 |
| | " | Mrs. Nath. B. Furman..... | 2 | 12 to 15 | 15 |
| | " | Hotel Switzerland..... | 1 | Apply | 150 |
| | " | Mrs. Augusta Scott..... | 3/4 | " | 20 |
| | " | M. Garrison..... | 2 | " | 30 |
| | " | D. T. Sanford..... | 2 | 5 to 7 | 40 |
| | " | E. J. Hornbeck..... | 2 | " | 30 |
| | " | Mrs. R. M. Boughton..... | 2 | Apply | 15 |
| | " | Edw. Robinson..... | 2 | " | 90 |
| | " | G. L. Butts..... | 1 | " | 15 |
| | " | Abe Fuller..... | 3 | " | 35 |
| | " | Todd Cottages..... | 4 | 8 | 20 |
| | " | Milbert & Greenbaum..... | 1 | Apply | 160 |
| | " | B. Hollenbeck..... | 1 1/4 | 8 to 10 | 20 |
| | " | H. W. Weeks..... | 1 | Apply | 20 |
| | " | Guy Barret..... | 1 | 7 to 10 | .... |
| | " | St. Regis Hotel..... | .... | Apply | 200 |
| | " | M. Rosenbaum..... | .... | " | 75 |
| | " | The Tuxedo..... | .... | " | 75 |
| | " | Griffin's Corners Hotel..... | .... | " | 75 |
| | " | The Manhattan..... | .... | " | 100 |
| | " | M. Knoblock..... | .... | " | 100 |
| | " | The Overlook..... | .... | " | 100 |
| | " | The Maples..... | .... | " | 100 |
| | " | Howard Mayes..... | 1/4 | " | 20 |
| | " | The Edgewood, Mrs. Schuback..... | 1 | " | 60 |
| | " | The Haarlem..... | 1 | " | 50 |
| | " | The Hatfield Mansion..... | 2 | " | 70 |
| | " | N. K. Jenkins Cottage..... | 1 1/8 | " | 25 |
| | " | Engleman Bros..... | 1 | " | 100 |
| | " | Seldens..... | 2 | " | 60 |
| | " | Lipsets..... | 2 | " | 50 |
| | " | The Sunset View Hotel..... | 1 | 12 | 150 |

RAILROAD STATION.

FLEISCHMANN'S

| POST-OFFICE. | POST-OFFICE ADDRESS. | |
|-------------------------------------|---|-------|
| | NAME. | |
| Griffin's Corners, Delaware Co..... | Mountain Glen Cottage..... | ..... |
| Fleischmann's, "..... | N. A. Blish..... | 5 |
| " "..... | Terrace Hall, M. Steinberg, Prop..... | 1 1/2 |
| " "..... | Park View House..... | 1 1/4 |
| " "..... | Maple Villa..... | 1 1/4 |
| " "..... | Jas. Hicks..... | 1 1/4 |
| " "..... | Angelo Kirk..... | 1 1/4 |
| " "..... | Outlook..... | 1 1/2 |
| " "..... | O. F. Ballard..... | 1 1/2 |
| " "..... | Mountain View Farm House..... | 3 |
| " "..... | Grand View House, W. L. Woolheater..... | 2 1/2 |
| " "..... | Catskill View House..... | 3 |
| " "..... | Sameth's Cottages, J. J. Sameth..... | 1 |
| " "..... | Rosedale, Rosenthal..... | 1 1/8 |
| " "..... | Prospect View..... | 1 1/2 |
| " "..... | McEwen Farm House..... | 1 1/2 |
| " "..... | Grand View Inn, M. Kaufman..... | 1 |
| Haleott Centre, Greene Co..... | Mountain View House..... | 1 |
| " "..... | Mrs. Orin Slawson..... | 3 1/2 |
| " "..... | J. M. Moseman..... | 3 |
| " "..... | Jeff Mead..... | 4 |
| " "..... | Robert Vann..... | 4 |
| " "..... | Lorenzo Vann..... | 4 |
| " "..... | Arthur Wilceman..... | 4 |
| " "..... | Ward Street..... | 4 |
| " "..... | G. W. Gordon..... | 4 |
| " "..... | Mtn. Dale Farm House, Geo. W. Gordon..... | 4 |
| " "..... | W. K. Crosby..... | 4 |
| " "..... | H. B. Peets..... | 4 |
| " "..... | J. B. Scudder..... | 4 |
| " "..... | W. D. Griffin..... | 4 |
| " "..... | Mountainland Farms, O. A. Ballard..... | 6 |
| Bedell, "..... | S. Blish..... | 2 1/2 |
| Dry Brook, Ulster Co..... | D. Todd..... | 4 |
| " "..... | Myron Todd..... | 4 |
| " "..... | E. Kelly..... | 5 |
| Delaware Co., "..... | Pakatakin Inn..... | 1/2 |
| " "..... | O. F. Hewitt, Commercial House..... | 1 1/2 |
| " "..... | Kutner House..... | ..... |
| " "..... | Fairyview, Chas. Glantz..... | ..... |
| " "..... | R. W. Sanford..... | ..... |

ARKVILLE.

Forty-nine miles from Kingston Point. Elevation above tide water 1372 feet.

| Miles from Station. | Terms Per Week. | Accommodations for |
|---------------------|-------------------|--------------------|
| 5 | Apply | 30 |
| 1 1/2 | Apply | 15 |
| 1 1/4 | " | 150 |
| 1 1/4 | " | 75 |
| 1 1/4 | " | 50 |
| 1 1/4 | " | 15 |
| 1 1/4 | " | 15 |
| 1 1/2 | " | 15 |
| 3 | \$8 to \$12 Apply | 40 |
| 2 1/2 | " | 25 |
| 3 | " | 25 |
| 1 | " | 50 |
| 1 1/8 | " | 150 |
| 1 1/2 | " | 175 |
| 1 1/2 | 8 to 10 Apply | 25 |
| 1 | " | 16 |
| 1 | " | 75 |
| 3 1/2 | " | 100 |
| 3 | " | 75 |
| 4 | " | 25 |
| 4 | " | 19 |
| 4 | " | 25 |
| 4 | " | 25 |
| 4 | " | 80 |
| 4 | " | 25 |
| 4 | 6 to 7 | 25 |
| 4 | 7 | 25 |
| 4 | Apply | 20 |
| 4 | " | 30 |
| 4 | " | 25 |
| 4 | " | 15 |
| 6 | 6 to 10 | 30 |
| 2 1/2 | 7 | .... |
| 4 | Apply | 15 |
| 5 | Apply | 10 |
| 1/2 | 8 to 15 | 125 |
| ..... | Apply | 125 |
| ..... | Apply | 30 |
| ..... | 10 to 12 | 60 |
| ..... | Apply | 50 |
| ..... | Apply | 15 |

RAILROAD STATION.

GRAND GORGE.

Sixty-six miles from Kingston Point. Elevation above tide water 1563 feet.

| RAILROAD STATION. | | POST-OFFICE ADDRESS. | | POST-OFFICE. | | NAME. | | Miles from Station. | Terms per Week. | Accommodations for |
|-------------------|--------------|----------------------|-------|--------------|-------|------------------------------|-------|---------------------|-----------------|--------------------|
| | | | | | | | | | | |
| Grand Gorge, | Grand Gorge, | Delaware Co. | ..... | ..... | ..... | George B. More | ..... | 2 | Apply | 10 |
|  | " | " | ..... | ..... | ..... | C. A. Booth | ..... | 1 | \$6 to \$7 | 10 |
|  | " | " | ..... | ..... | ..... | W. J. Wallace | ..... | 1 | Apply | 20 |
|  | " | " | ..... | ..... | ..... | J. M. Cronk | ..... | 1 | 6 to 10 | 25 |
|  | " | " | ..... | ..... | ..... | Mrs. D. N. Simons | ..... | 1 | Apply | 10 |
|  | " | " | ..... | ..... | ..... | G. P. Raeder | ..... | 1 | 6 to 7 | 15 |
|  | " | " | ..... | ..... | ..... | L. M. Cronk | ..... | 1 1/2 | Apply | 15 |
|  | " | " | ..... | ..... | ..... | Arthur M. Van Hoesen | ..... | 3 | Apply | 15 |
|  | " | " | ..... | ..... | ..... | Mountain Rest | ..... | 2 | " | 25 |
|  | " | " | ..... | ..... | ..... | Henry Van Aken | ..... | 2 | " | 30 |
|  | " | " | ..... | ..... | ..... | S. S. Cronk | ..... | 2 | " | 10 |
|  | " | " | ..... | ..... | ..... | M. O. Riley | ..... | 1 | " | 15 |
|  | " | " | ..... | ..... | ..... | J. C. Porn | ..... | 1 | " | 12 |
| | Prattsville, | Greene Co. | ..... | ..... | ..... | Charles Fowler | ..... | 5 | " | 70 |
|  | " | " | ..... | ..... | ..... | Mrs. Geo. Sax | ..... | 5 | " | 60 |
|  | " | " | ..... | ..... | ..... | Miss L. Lutz | ..... | 5 | " | 15 |
|  | " | " | ..... | ..... | ..... | Devasego Inn | ..... | 5 | 7 to 10 | 175 |
|  | " | " | ..... | ..... | ..... | Mrs. W. Rudolph | ..... | 4 1/2 | Apply | 15 |
|  | " | " | ..... | ..... | ..... | A. Carman | ..... | 5 | " | 60 |
|  | " | " | ..... | ..... | ..... | H. Jordan, Prattsville House | ..... | 5 | " | 20 |
|  | " | " | ..... | ..... | ..... | W. X. Graham | ..... | 5 | 8 to 12 | 50 |
|  | " | " | ..... | ..... | ..... | W. C. Maben | ..... | 10 | Apply | 15 |
| Gilboa, | " | " | ..... | ..... | ..... | Mrs. O. K. Busch | ..... | 5 | 7 | 15 |
|  | " | " | ..... | ..... | ..... | Locust Cottage | ..... | 2 | Apply | 20 |
|  | " | " | ..... | ..... | ..... | J. B. Merwin | ..... | 5 | " | 25 |
|  | " | " | ..... | ..... | ..... | M. Aldrich | ..... | 3 | " | 10 |
|  | " | " | ..... | ..... | ..... | D. W. Southard | ..... | 4 | " | 12 |
|  | " | " | ..... | ..... | ..... | L. O. Wyckoff | ..... | 5 | 6 | 40 |
|  | " | " | ..... | ..... | ..... | G. O'Brien | ..... | 3 | Apply | 50 |
|  | " | " | ..... | ..... | ..... | Stryker Bros | ..... | 3 | " | 20 |
|  | " | " | ..... | ..... | ..... | Albert Olark | ..... | 3 | " | 25 |
|  | " | " | ..... | ..... | ..... | O. Oain | ..... | 3 | " | 25 |
|  | " | " | ..... | ..... | ..... | G. D. Wyckoff | ..... | 8 | 6 to 8 | 30 |
|  | " | " | ..... | ..... | ..... | N. O. Wyckoff | ..... | 3 | Apply | 25 |
|  | " | " | ..... | ..... | ..... | Dr. E. E. Billings | ..... | 3 | " | 10 |
|  | " | " | ..... | ..... | ..... | G. M. Wyckoff | ..... | 4 | " | 15 |
|  | " | " | ..... | ..... | ..... | Leander Fowler | ..... | 4 | " | 15 |
|  | " | " | ..... | ..... | ..... | R. O. Mackey | ..... | 4 | " | 20 |
| | Manor-kill, | " | ..... | ..... | ..... | Mrs. M. D. Hammond | ..... | 11 | 4 to 5 | 12 |
|  | " | " | ..... | ..... | ..... | S. N. Hubbard | ..... | 11 | Apply | 20 |
| | Conesville, | " | ..... | ..... | ..... | George H. Bloodgood | ..... | 9 | 5 | 8 |
|  | " | " | ..... | ..... | ..... | O. E. Brand | ..... | 8 | Apply | .... |

| | | | | | | |
|-------------------------|-----------------------------|--|----------------|--|----------|-----|
| STAMFORD. | Fergusonville, Delaware Co. | S. C. Lockwood..... | 10 | | 4 | 10 |
| | " | Mrs. J. H. Wilber..... | 10 | | 5 to 7 | 15 |
| HOBERT. | Hobart, | Ives Place, O. W. Ives..... | $\frac{1}{8}$ | | 5 to 8 | 25 |
| | " | Miss Elizabeth King..... | $\frac{1}{2}$ | | Apply | 8 |
| | " | F. H. Odell, Post Cottage..... | $\frac{1}{2}$ | | | 10 |
| | " | Butler Homestead, Homer Butler..... | 2 | | 5 to 8 | 12 |
| | " | Brookfield Farm, W. H. McOlelland..... | $1\frac{1}{2}$ | | 7 to 8 | 10 |
| | " | Marvine Cottage, S. J. Lamb..... | $\frac{1}{4}$ | | 7 to 10 | 20 |
| | " | McNaught Cottage, Mrs. R. McNaught..... | $\frac{1}{2}$ | | Apply | 10 |
| | " | Powell Farm, R. V. Powell..... | $1\frac{1}{2}$ | | | 10 |
| | " | Montgomery Homestead, Mrs. D. M. Simonson..... | $\frac{1}{2}$ | | 8 | 20 |
| | " | Commercial House, Mrs. L. Weeks..... | $\frac{1}{8}$ | | Apply | 30 |
| | " | Mrs. J. G. Hanford..... | $\frac{3}{4}$ | | Apply | 12 |
| | " | L. G. Hanford..... | $1\frac{1}{8}$ | | | 12 |
| | " | Jersey Stock Farm, M. Mihalco..... | 1 | | Apply | 15 |
| | " | Colonial Cottage, Orrin Reed..... | $\frac{1}{8}$ | | 8 to 10 | 15 |
| | " | The New Hobart, Mrs. W. F. Brizil..... | $\frac{1}{8}$ | | 7 to 8 | 50 |
| | " | Mrs. J. P. Gregory..... | $\frac{1}{8}$ | | 7 to 10 | 10 |
| | " | M. C. Gorton, Maple Shade Farm..... | 1 | | 7 | .. |
| | " | Eden Burroughs..... | $\frac{1}{4}$ | | 8 | 4 |
| | " | West End Cottage, Mrs. B. A. Knapp..... | $\frac{1}{4}$ | | 6 | 10 |
| | " | Hill Crest Farm, John Polley..... | 1 | | 7 | 10 |
| | " | Hillside Farm, G. H. Polley..... | 3 | | 6 to 7 | 10 |
| | " | Mrs. Lucy Kniskern..... | $\frac{1}{8}$ | | Apply | 10 |
| | " | Maple Rest..... | $\frac{1}{4}$ | | Apply | 15 |
| | " | D. O. Sharpe..... | $\frac{3}{4}$ | | 15 | 10 |
| SOUTH KORTRIGHT. | South Kortright, | South Kortright Inn..... | ... | | 20 | 25 |
| | " | G. H. Polley..... | 3 | | 10 | 7 |
| | " | S. Snyder..... | $\frac{3}{4}$ | | 8 | 7 |
| | " | S. S. Nesbitt..... | $\frac{3}{4}$ | | 10 | 7 |
| | " | Wm. B. Smith..... | $3\frac{1}{2}$ | | 7 to 9 | 20 |
| | " | W. L. Ruit..... | 7 | | Apply | 8 |
| | " | Mrs. J. O. Gladstone..... | 8 | | Apply | 6 |
| | " | D. H. Kimball..... | $\frac{1}{8}$ | | Apply | 8 |
| | " | J. E. Powell..... | $\frac{1}{8}$ | | 6 to 9 | 20 |
| | " | J. J. Thomas, Thomas Farm..... | $1\frac{1}{2}$ | | 12 | 15 |
| | " | Bloomville House..... | $\frac{1}{2}$ | | Apply | 40 |
| | " | J. Rosecrans..... | $\frac{1}{8}$ | | 10 to 12 | 10 |
| | " | J. Clark Nesbitt..... | $\frac{1}{8}$ | | Apply | 100 |
| | " | Edgerton House..... | 8 | | Apply | 50 |
| Delhi. | Delhi, | Hotel Kingston..... | 8 | | " | 25 |
| | " | W. S. Andrews..... | 8 | | " | 12 |
| | " | Robert Craig..... | 6 | | " | 25 |
| | " | J. H. Frisbee..... | $5\frac{1}{2}$ | | " | 8 |
| | " | George W. Grant..... | 4 | | " | 12 |
| | " | Delaware House..... | 8 | | " | 12 |
| | " | Mrs. Henry Davie..... | 8 | | " | 8 |

RAILROAD STATION.

POST-OFFICE ADDRESS.

Post-Office.

NAME.

Miles from
Station.
Per Week.
Accommo-
dations for

BLOOMVILLE.

KORTRIGHT STATION.

Ninety-two miles from Kingston
Point. Elevation above tide
water 1868 feet.

EAST MEREDITH.

Ninety-eight miles from Kings-
ton Point. Elevation above tide
water 1353 feet.

DAVENPORT CENTER.

One hundred miles from Kingston
Point. Elevation above tide
water 1222 feet.

WEST DAVENPORT.

One hundred and four miles from
Kingston Point. Elevation
above tide water 1178 feet

ONEONTA

One hundred and seven miles from
Kingston Point. Elevation
above tide water 1094 feet.

| | | | | | |
|------------------|---------------|-----------------------------------|-------|----------|-----|
| Delhi, | Delaware Co., | R. Craig, | 8 | Apply | 6 |
| " | " | Mrs. R. Neal, | 8 | " | 4 |
| " | " | Albert Hubel, | 8 | " | 8 |
| " | " | J. A. Paine, | 8 | \$ 5 | 8 |
| " | " | Miss M. A. McLaury, | 8 | Apply | 4 |
| Kortright Sta. | " | Cold Spring Farm, Jas. H. Miller, | 5 | 7 | 10 |
| " | " | J. C. McLowry, | 1 1/4 | 6 | 4 |
| " | " | A. Pechtle, | 2 | 6 | 4 |
| " | " | Mrs. S. J. Doonan, | 3/4 | Apply | 8 |
| " | " | Mrs. G. B. Harkness, | 1 | " | 5 |
| " | " | H. Williamson, | 1 1/4 | " | 6 |
| East Meredith, | " | Elmer Murdoch, | 1 1/4 | " | 12 |
| " | " | L. Gibson, | 1 | " | 10 |
| " | " | Arthur Mitchell, | 1/4 | " | 15 |
| " | " | Mrs. M. E. Henderson, | 1/4 | " | 10 |
| " | " | J. A. Hamilton, | 1/4 | " | 10 |
| Davenport, | " | Mrs. D. J. Honford, | 1/4 | " | 10 |
| " | " | E. Fox, | 5 | " | 15 |
| " | " | Globe Hotel, | ... | " | 15 |
| " | " | VonNeer & Lambert, | ... | " | 60 |
| " | " | A. O. Butts, | ... | " | 10 |
| Davenport Center | " | I. E. May, | ... | " | 15 |
| " | " | S. Mabey, | ... | " | 6 |
| " | " | J. W. Root, | ... | " | 8 |
| West Davenport, | Delaware Co., | Ian Sherman | ... | " | 75 |
| " | " | Tracy Olds, | 1/2 | 10 | 20 |
| " | " | N. J. Warfield, | 3/4 | 10 | 20 |
| " | " | Mrs. G. A. Warren, | 3/4 | Apply | 12 |
| Oneonta, | Otsego Co., | Mrs. W. A. Bridges, | 3/4 | " | 8 |
| " | " | Mrs. W. A. Noble, 87 Elm St. | 1 | 6 to 10 | 10 |
| " | " | Oneonta Hotel, | 1/4 | 17.50 | 175 |
| " | " | Windsor Hotel, | 1 | 14 to 21 | 100 |

LIST OF HOTELS AND SUMMER BOARDING HOUSES

ON OR NEAR THE

Stony Clove and Kaaterskill Branch and Hunter Branch.

| RAILROAD STATION. | POST-OFFICE ADDRESS. | | Miles from Station. | Terms Per Week. | Accommodations for |
|--|------------------------|--------------------------------------|---------------------|-----------------|--------------------|
| | Post-Office. | NAME. | | | |
| LANESVILLE. Five miles from Pheonicia. Elevation above tide water 1355 feet. | Lanesville, Greene Co. | Mrs. Edith Dolan..... | $\frac{1}{2}$ | \$6 to \$8 | 30 |
| | " | A. H. Stryker..... | $\frac{3}{4}$ | 7 | 25 |
| | " | David Crosby..... | $\frac{1}{4}$ | Apply | 35 |
| | " | Asa Crosby..... | $\frac{1}{4}$ | 10 to 12 | 80 |
| | " | G. Lindsley..... | $\frac{1}{4}$ | 8 to 12 | 40 |
| | " | Charles Lane..... | $\frac{1}{2}$ | Apply | 10 |
| | " | Calvin Harrington..... | $\frac{1}{2}$ | 8 | 45 |
| | " | Thomas H. Jansen..... | $\frac{1}{8}$ | 7 to 9 | 20 |
| | " | Harvey Lane..... | 1 | 7 to 10 | 50 |
| | " | Roger Short..... | $\frac{1}{4}$ | 7 | 25 |
| EDGEWOOD. Eight miles from Pheonicia. Elevation above tide water 1787 feet. | Spruce-ton, Edgewood, | Diamond Notch House..... | 4 | Apply | 16 |
| | " | N. A. Peet..... | $\frac{1}{4}$ | 8 to 12 | 30 |
| | " | A. J. Connelly..... | $\frac{1}{2}$ | Apply | 20 |
| KAATERSKILL JUNCTION. Twelve miles from Pheonicia. Elevation above tide water 1722 feet. | Hunter, | J. J. Haines..... | $1\frac{1}{2}$ | Apply | 65 |
| | " | The Arlington..... | $1\frac{1}{2}$ | " | 300 |
| | " | Hunter Mountain Prospect House..... | $1\frac{1}{2}$ | " | 100 |
| | " | Amos Gordon..... | $\frac{1}{2}$ | " | 10 |
| | " | William I. Haines..... | $\frac{1}{2}$ | " | 400 |
| | " | S. Epstein, Grand View Hotel..... | $\frac{3}{4}$ | " | 100 |
| | " | Edward Fast, The White House..... | $1\frac{1}{2}$ | " | 250 |
| | " | Hunter House..... | $1\frac{1}{2}$ | 12 and up | 175 |
| | " | Central House..... | $\frac{3}{4}$ | 10 to 15 | 175 |
| | " | Hotel St. Charles..... | 1 | 10 to 24 | 175 |
| | " | Mrs. A. P. Loomis..... | 1 | Apply | 10 |
| | " | E. C. Fromer, Fern Side..... | $\frac{1}{4}$ | " | 40 |
| | " | Alpine House..... | 1 | " | 50 |
| | " | Breeze Hill House and Cottages..... | $\frac{1}{8}$ | " | 106 |
| | " | Norman Lord..... | $\frac{2}{8}$ | " | 5 |
| | " | Lemuel Benjamin..... | $3\frac{1}{2}$ | 6 to 8 | 8 |
| | " | A. Meisels, Idle Hour Park..... | $\frac{1}{2}$ | Apply | 50 |
| | " | Mountain View Hotel..... | $\frac{1}{8}$ | 8 to 10 | 50 |
| | " | Terrace Farm House, C. J. Haner..... | $\frac{3}{4}$ | " | 40 |

RAILROAD STATION.

POST-OFFICE ADDRESS.

Post-Office.

NAME.

Miles from Station.

Terms Per Week.

Accommodations for

HUNTER

| | | | | |
|------------------------|-------------------------------------|-------|------------|-----|
| Hunter, Greene Co..... | Glen-Brunich, Mrs. John Glen..... | 1 | \$7 to \$8 | 6 |
| " | Glen Farm House..... | 1/4 | 7 to 8 | 80 |
| " | Frank Parks..... | 1 1/2 | 7 | 15 |
| " | M. Kinzier, Fair View..... | .... | Apply | 50 |
| " | P. H. Conerty..... | 3/8 | 6 to 9 | 12 |
| " | Ripley House..... | 3/4 | 6 to 8 | 50 |
| " | Willis Baldwin..... | 1 1/2 | Apply | 8 |
| " | G. H. Faulkner, Hummel Cottage..... | 1 1/2 | 10 to 15 | 15 |
| " | Shady Brook House..... | 3/4 | Apply | 200 |
| " | West End Hotel..... | 1 1/8 | 35 | 35 |
| " | Hazelhurst..... | 3 | " | 20 |
| " | Geo. Peck, Peck Farm House..... | 4 | " | 30 |
| " | Egbertson House..... | 1/2 | " | 20 |
| " | Clark Chamberlain..... | 5 | " | 20 |
| " | Milton Jones..... | 1 | " | 10 |
| " | Fordham House..... | 1 | " | 30 |
| " | H. Spring, High View House..... | 7 | " | 10 |
| " | Gura's Hotel..... | 1 1/2 | " | 100 |
| " | G. B. Sweet..... | 1 1/2 | " | 50 |
| " | Orchard Grove House..... | 1 1/2 | " | 20 |
| " | Shady Hill..... | 3/4 | " | 25 |
| " | Charles Sax..... | 3/8 | " | 25 |
| " | G. W. Howard..... | 1/2 | " | 10 |
| " | E. Griffin, Locust Grove..... | 6 | " | 25 |
| " | George Griffin..... | 2 | " | 10 |
| " | Miller Cottage..... | 2 | " | 25 |
| " | Stony View..... | 1/2 | " | 25 |
| " | George Quick..... | 1 1/2 | " | 100 |
| " | W. H. Taylor..... | 1 1/2 | " | 10 |
| " | Mrs. Lehman..... | 1 | " | 15 |
| " | L. Gordon..... | 1/2 | " | 10 |
| " | A. Dibble..... | 1 | " | 30 |
| " | Squire's Hotel..... | 1/8 | " | 20 |
| " | J. Henry Kerr..... | 1 1/8 | " | 15 |
| " | Frank Carr..... | 4 | " | 15 |
| " | Prospect House..... | 1 | " | 30 |
| " | Atkins Hotel..... | 1/2 | " | 200 |
| " | Mrs. Schlessel..... | 1/2 | " | 25 |
| " | H. P. Barlow..... | 3/4 | " | 10 |
| " | Arlington Hotel..... | 6 | " | 10 |
| " | Charles Quick..... | 3/4 | " | 200 |
| " | L. Abelloff..... | 1/4 | " | 10 |
| " | | 1/4 | " | 10 |

HUNTER.

| | | | | | |
|--------------------|------------------------------------|----|---------------|------------|-----|
| Hunter, Greene Co. | Frank Lord | 2 | | | |
| Ashland, | J. Campbell | 12 | | Apply | 10 |
| " | T. W. Demming | 12 | | " | 20 |
| " | M. A. Voorhees | 12 | $\frac{1}{8}$ | " | 15 |
| " | G. W. Ferow | 9 | | " | 10 |
| " | Locust Grove Cottage, G. W. Fiero. | 12 | | " | 20 |
| Hensonville, | O. S. Griffin | 10 | | \$6 and up | 15 |
| " | William Hitchcock | 6 | | Apply | 20 |
| " | Mrs. H. R. Potter | 5 | | " | 35 |
| " | E. M. Haynes | 6 | | " | 30 |
| " | Linus Peck | 6 | | " | 35 |
| " | D. L. Chase | 6 | | " | 30 |
| " | Geo. Seely | 6 | | 7 to 9 | 35 |
| " | C. S. Lobdell | 7 | | Apply | 50 |
| " | G. H. Loughran | 7 | | " | 40 |
| " | L. W. Bloodgood | 7 | | " | 35 |
| " | G. R. Winchell | 7 | | " | 15 |
| " | S. L. Ford | 5 | | " | 20 |
| " | Lewis C. Bennett | 5 | | " | 15 |
| " | Bloodgood House | 7 | | " | 50 |
| " | W. A. Conley | 7 | | " | 30 |
| " | D. T. Slater | 7 | | " | 10 |
| " | Hensonville Hotel, H. H. Smith | 7 | | " | 20 |
| Windham, | Hillside Cottage | 9 | | 7 to 10 | 25 |
| " | H. B. Mabon | 9 | | 6.50 | 20 |
| " | E. Rump | 10 | | Apply | 40 |
| " | R. Steele | 8 | | " | 20 |
| " | Dr. Mead | 8 | | 6 to 10 | 100 |
| " | O. R. Coe, Coe's Hotel | 8 | | Apply | 15 |
| " | Mrs. I. B. Steele | 8 | | " | 20 |
| " | G. M. Thorpe | 8 | | " | 15 |
| " | C. J. Brainerd | 8 | | " | 25 |
| " | N. Steele | 9 | | " | 30 |
| " | Wm. DeLanater | 9 | | " | 15 |
| " | D. B. Steele | 9 | | " | 15 |
| " | B. Bronson | 10 | | 6 to 8 | 15 |
| " | O. Bronson | 10 | | Apply | 40 |
| " | D. Richmond | 10 | | " | 20 |
| " | Elbert Osborn & Son, Osborn House | 7 | | " | 130 |
| " | Mrs. W. H. Dewell & Son | 7 | | " | 25 |
| " | Stephen Pelham | 7 | | " | 25 |
| " | D. C. Tibbals | 8 | | " | 15 |
| " | A. R. Mott | 8 | | 8 to 10 | 15 |
| " | Wm. Fuller | 8 | | Apply | 10 |
| " | O. Hitchcock | 8 | | 6 to 7 | 15 |
| " | Shady Lawn Farm House | 8 | | 6 to 8 | 40 |
| " | Glen House | 8 | | | |

RAILROAD STATION.

POST-OFFICE ADDRESS.

HUNTER.

| RAILROAD STATION. | POST-OFFICE ADDRESS. | | Miles from Station. | Terms Per Week. | Accommodations for |
|-------------------|----------------------|-------------------------------------|---------------------|-----------------|--------------------|
| | Post-Office. | NAME. | | | |
| Windham. | Windham, Greene Co. | Central House. | 8 | Apply | 30 |
| " | " | Mrs. L. J. Smaling. | 8 | " | 20 |
| " | " | James Hayden. | 10 | " | 25 |
| " | " | John M. Cole. | 8 | " | 40 |
| " | " | Thomas Hayden. | 10 | " | 25 |
| " | " | Arlington Frayer. | 12 | " | 20 |
| " | " | Crest Park. | 9 | " | 100 |
| " | " | E. E. Munson. | 9 | " | 40 |
| " | " | S. J. Osborn. | 12 | " | 10 |
| " | " | A. P. Brewer. | 8 | 7 | 15 |
| " | " | Ira Thompson & Son. | 8 | Apply | 35 |
| " | " | C. Sanford, Windham Hotel. | 10 | " | 40 |
| " | " | T. E. Fryne. | 9 | " | 10 |
| " | " | J. B. Frayer. | 9 | " | 15 |
| " | " | W. J. Soper, Soper House. | 9 | " | 100 |
| " | " | D. A. Steele. | 10 | " | 10 |
| " | " | John Steele. | 10 | " | 10 |
| " | " | O. A. Cole. | 8 | " | 10 |
| " | " | Gordon Cottage, J. D. Howard. | 10 | 7 to 10 | 10 |
| Lexington | " | Maple Shade House, Eugene Marquett. | 8 | 7 | 16 |
| " | " | Lexington Hotel, M. Herman. | 9 | Apply | 60 |
| " | " | Andrew J. Pettit. | 10 | " | 30 |
| " | " | H. Hugaboom. | 8 | " | 10 |
| " | " | C. A. Thompson. | 9 | 7 to 8 | 30 |
| " | " | Geo. O'Hara, The Maple. | 8 | Apply | 15 |
| " | " | B. O'Hara, O'Hara House. | 8 | " | 125 |
| " | " | W. H. Decker. | 12 | " | 10 |
| " | " | George Moore. | 10 | " | 40 |
| " | " | F. Mackay. | 10 | 7 to 10 | 30 |
| " | " | J. H. Roraback. | 12 | Apply | 40 |
| " | " | H. Kipp, Kipp House. | 8 | 8 to 10 | 65 |
| " | " | Dr. E. L. Ford. | 10 | Apply | 5 |
| " | " | Lament's Elm Tree House. | 9 | " | 15 |
| " | " | Monroe House. | 9 | " | 15 |
| " | " | Mrs. C. Ballou. | 8 | " | 15 |
| Benches' Corners. | " | W. H. Ward. | 3 | " | 15 |
| " | " | R. L. Townier. | 4 | " | 10 |
| " | " | Chas. Frayer. | 3 | " | 15 |
| " | " | Pleasant Mountain House. | 3 | " | 40 |
| " | " | J. G. Beers. | 3 | " | 25 |
| Jewett. | " | E. Pond, Tower Mountain House. | 8 | " | 90 |
| " | " | George H. Chase. | 6 | 7 to 10 | 50 |

HUNTER.

| | | | | | |
|----------------|------------|--|----|------------|-----|
| Jewett, | Greene Co. | Elm Tree House, J. P. Race. | 6 | \$7 to \$8 | 25 |
| | " | C. D. Longyear. | 6 | Apply | 20 |
| " | " | O. T. Bailey. | 6 | 7 to 10 | 45 |
| " | " | F. M. Goslee. | 6 | Apply | 10 |
| " | " | E. Kuran. | 7 | " | 10 |
| " | " | Mrs. James McKenzie. | 6 | " | 10 |
| " | " | T. L. Straghan. | 6 | " | 10 |
| Union Society, | " | Pine Tree House. | 6 | " | 10 |
| " | " | Union Society House. | 7½ | " | 20 |
| " | " | A. R. Newcomb, Newcombston Park. | 7 | 7 to 8 | 30 |
| East Windham, | " | David Davis, Pleasant Home. | 7 | 7 | 60 |
| " | " | John Smith. | 7 | Apply | 100 |
| " | " | Frank Folger. | 12 | " | 30 |
| " | " | E. Strong. | 12 | " | 15 |
| " | " | Elias Matlice. | 12 | " | 15 |
| " | " | Mary Butts. | 3 | " | 20 |
| " | " | Summit House, D. L. Snyder. | 9 | " | 20 |
| " | " | Grand View. | 10 | " | 80 |
| " | " | Ira M. France. | 10 | " | 100 |
| " | " | M. Sherman. | 10 | " | 20 |
| " | " | Geo. Sanford. | 10 | " | 20 |
| " | " | Geo. Paddock. | 12 | " | 20 |
| " | " | Ostrander Goff. | 12 | " | 20 |
| Cornwallville, | " | Clark Whitmore. | 12 | 7 | 20 |
| " | " | Ferris Whitmore. | 12 | 7 | 15 |
| South Durham, | " | Geo. A. Sanford. | 12 | 6 to 8 | 25 |
| " | " | Henry Abrams. | 13 | 6 to 8 | 20 |
| Big Hollow, | " | Frank Woodworth. | 13 | 7 | 20 |
| " | " | Elm Ridge Farm House, Mrs. A. Hitchcock. | 5 | 6 | 40 |
| " | " | Mountain Rest, J. W. VanLoan. | 5 | 7 | 25 |
| East Jewett, | " | Mrs. H. E. Slater. | 5 | Apply | 15 |
| Tannersville, | " | C. D. Simpkins. | 3 | 6 to 8 | 20 |
| " | " | Kate Brown. | 7 | Apply | 20 |
| " | " | Elka View. | 1¼ | " | 175 |
| " | " | Maple Grove House. | 1¼ | " | 70 |
| " | " | New Manhattan. | 1¼ | " | 100 |
| " | " | Mrs. Lena Frank. | 1¼ | " | 200 |
| " | " | J. & J. Jacobson. | 1¼ | " | 275 |
| " | " | Mountain Retreat House. | 1¼ | 10 to 15 | 50 |
| " | " | Hotel Martin. | 1¼ | Apply | 150 |
| " | " | James Flannagan. | 1 | 8 to 10 | 25 |
| " | " | Mansion House. | 1 | Apply | 150 |
| " | " | Mountain Summit. | ¼ | " | 200 |
| " | " | Grand Central House. | ¼ | " | 175 |
| " | " | Waverly House. | ¼ | " | 150 |
| " | " | Campbell House. | ¼ | " | 100 |
| " | " | M. O'Hara. | 1 | " | 20 |

TANNERSVILLE.
Fifteen miles from Phoenicia.
Elevation above tide water
1863 feet.

RAILROAD STATION.

POST-OFFICE ADDRESS.

Post-Office.

NAME.

Miles from Station.

Terms Per Week.

Accommodations for

TANNERSVILLE.

| | | | | |
|--------------------------|------------------------------|-------|-------|-----|
| Tannersville, Greene Co. | Plasunt View House..... | 1 | Apply | 150 |
| " | American House..... | 1/2 | " | 100 |
| " | Dr. Geo. Haner..... | 1/4 | " | 35 |
| " | Woodard House..... | 1/2 | " | 80 |
| " | Cold Spring House..... | 1/4 | " | 200 |
| " | Grand View Cottage..... | 1/4 | " | 30 |
| " | L. A. Boens..... | 1/2 | " | 65 |
| " | Mrs. Thomas Dunbar..... | 1 1/2 | " | 15 |
| " | Mrs. Christian Ott..... | 1 1/2 | " | 60 |
| " | Mountain Zephyr House..... | 1 1/2 | " | 40 |
| " | La Villa..... | 1/2 | " | 80 |
| " | Menzo Sharpe..... | 1/2 | " | 100 |
| " | Eggleston Cottage..... | 1/8 | " | 25 |
| " | Showers Inn..... | 1/2 | " | 15 |
| " | Hotel Welden..... | 1/2 | " | 80 |
| " | Frank Raensch..... | 1/2 | " | 30 |
| " | Moran Cottage..... | 1 | " | 20 |
| " | Geo. Cole..... | 1/4 | " | 10 |
| " | Willis Dykeman..... | 1/8 | " | 15 |
| " | Abel Lasher..... | 1/8 | " | 25 |
| " | W. A. Matson..... | 1/4 | " | 30 |
| " | Peck's Cottage..... | 1/4 | " | 10 |
| " | Merwin's Cottage..... | 1/4 | " | 15 |
| " | Hommell Cottage..... | 1/4 | " | 15 |
| " | Grim's Cottage..... | 1/4 | " | 15 |
| " | Gray's Cottage..... | 1/4 | " | 12 |
| " | The Wellington House..... | 1/4 | " | 45 |
| " | Charles Pierce Cottage..... | 1/4 | " | 20 |
| " | Mulford Cottage..... | 1/4 | " | 20 |
| " | Wagoner Cottage..... | 1/4 | " | 20 |
| " | Central House..... | 1/4 | " | 30 |
| " | Constable Cottage..... | 1/4 | " | 15 |
| " | Lenox Cottage..... | 1/4 | " | 15 |
| " | Byrne Cottage..... | 1/4 | " | 15 |
| " | Leech Farm House..... | 1/4 | " | 30 |
| " | Fred Coles Cottage..... | 1/4 | " | 10 |
| " | Gordon Campbell Cottage..... | 1/8 | " | 10 |
| " | Fred Campbell Cottage..... | 1/8 | " | 10 |
| " | Woodward Cottage..... | 1/8 | " | 10 |
| " | The Colonial House..... | 1/2 | " | 50 |
| " | Blumes Cottage..... | 1/2 | " | 12 |
| " | Wm. Myers Cottage..... | 1/2 | " | 12 |

TANNERSVILLE.

| | | | | |
|--------------------------|---|-------|-----------|-----|
| Tannersville, Greene Co. | Clarence Wiltse Cottage..... | 1/2 | | |
| " | Adison Wiltse Cottage..... | 2/4 | | 15 |
| " | Goslee Cottage..... | 1/4 | | 20 |
| " | Schields Cottage..... | 1/4 | | 12 |
| " | Jim Dale Cottage..... | 1/4 | | 20 |
| " | Fair View House..... | 1/4 | | 10 |
| " | Charles Schalk Cottage..... | 1/4 | | 65 |
| " | Charles Voss Cottage..... | 1/4 | | 10 |
| " | Charles Thorpe..... | 1/4 | | 15 |
| " | Mrs. Luke Glennon..... | 1/4 | | 10 |
| " | James Leach..... | 1/4 | | 10 |
| " | Arthur Showers..... | 1/4 | | 20 |
| " | Hotel Rudolph..... | 1/4 | | 10 |
| " | Hotel Savoy..... | 1/4 | | 50 |
| " | Babchin's Hotel..... | 1/4 | | 60 |
| Elka Park, | Twin Mt. House..... | 1/4 | | 150 |
| " | Meadow Lawn House..... | 6 | \$12 | 150 |
| " | Grenoble House, W. I. Dale..... | 4 | Apply | 80 |
| East Jewett, | The Schoharie Mansion..... | 6 | " | 20 |
| " | Cherry Hill Farm House..... | 5 | 15 up | 100 |
| " | Bonnie Doon..... | 5 | Apply | 20 |
| " | Ontora Dairy Farm House..... | 5 | " | 15 |
| " | The Woodcrest House..... | 5 | " | 10 |
| Platte Clove, | Grand Canyon House..... | 5 | " | 50 |
| Big Hollow, | The Dome Side, B. S. DeLong..... | 7 | " | 10 |
| " | A. Gray..... | 12 | 7 to 9 | 10 |
| Haines' Falls, | Van's Cottage, Sidney Van Valkenburg..... | 7 | 7 to 8 | 10 |
| " | The Alpine, Mrs. Lucy Green..... | 1/2 | 7 to 10 | 30 |
| " | Antlers, S. Friedberg..... | 1/2 | Apply | 250 |
| " | Balsam Grove, Abram R. Legg..... | 2 | " | 20 |
| " | Bellevue, Alfred H. Legg..... | 1/2 | " | 75 |
| " | Central House, S. I. Kerr..... | 1/4 | " | 75 |
| " | Claremont, Rusk & Co..... | 1/4 | 10 to 15 | 75 |
| " | Dreamwaylde..... | 1 1/2 | Apply | 25 |
| " | Evergreen, Peter Haines..... | 3/4 | " | 40 |
| " | The Fairbright, W. Wolff..... | 1 1/4 | " | 10 |
| " | Fennore, W. I. Hallenbeck..... | 1 1/4 | 8 to 12 | 40 |
| " | Fern Rock..... | 1 | Apply | 50 |
| " | Gem of the Catskills, Mrs. J. L. Patrick..... | 1 1/4 | 10 and up | 40 |
| " | Glen Park House, Owen Glennon..... | 1 1/4 | Apply | 50 |
| " | Hazelwood..... | 1/2 | Apply | 100 |
| " | High View House, R. F. Haines..... | 1 | " | 30 |
| " | Kenwood, Elmer E. Pelham..... | 1 1/4 | " | 45 |
| " | Ledge End Inn..... | 1 1/4 | " | 90 |
| " | Loxhurst, C. A. Martin..... | 1 1/4 | " | 100 |
| " | Maple Hurst..... | 1 1/2 | 10 to 12 | 100 |
| " | Maple Terrace, T. J. Corr..... | 1 1/2 | Apply | 75 |
| | | | | 80 |

HAINES' FALLS.

Seventeen miles from Phoenicia.
Elevation above tide water
1920 feet.

| RAILROAD STATION. | POST-OFFICE ADDRESS. | | Miles from Station. | Terms per Week | Accommodations |
|---|--|---------------------------------------|---------------------|----------------|----------------|
| | Haines' Falls, Greene Co. | NAME. | | | |
| HAINES' FALLS. | Haines' Falls, Greene Co. | The Mascot, J. Ross..... | $\frac{1}{2}$ | Apply | 50 |
| | " | Montrose, | $\frac{1}{2}$ | " | 20 |
| | " | Mountain Rest House, Ira Rider..... | $\frac{1}{2}$ | " | 50 |
| | " | Mountain View, J. R. Marsans..... | $\frac{1}{4}$ | " | 30 |
| | " | Mount Sylvan, Mrs. M. L. Tracey..... | $\frac{1}{2}$ | " | 30 |
| | " | Renner's Hotel, R. W. Renner..... | $\frac{1}{4}$ | " | 50 |
| | " | Rockland Farm, A. Burdett Layman..... | 1 | " | 50 |
| | " | Santa Cruz Inn..... | $\frac{3}{4}$ | " | 100 |
| | " | Shady Grove..... | $\frac{1}{2}$ | " | 60 |
| | " | Sunny Side, George Knapp..... | $\frac{1}{4}$ | " | 95 |
| | " | Sunset Park Inn..... | $\frac{1}{4}$ | " | 200 |
| | " | Sunset View, Mrs. J. E. Haines..... | 1 | " | 100 |
| | " | Squirrel Inn..... | $\frac{1}{2}$ | " | 200 |
| | " | Twilight Inn..... | $\frac{1}{4}$ | " | 300 |
| | " | Unique Cottage, E. B. Haines..... | 1 | " | 75 |
| | " | Upland Farm..... | $\frac{1}{2}$ | " | 100 |
| | " | Vista, Miss Amy A. Ely..... | $\frac{1}{2}$ | 8 to 10 | 50 |
| | " | Winona, Mrs. Viola Haines..... | $\frac{3}{4}$ | Apply | 40 |
| | " | Laurel House..... | $\frac{1}{4}$ | " | 250 |
| | " | Mountain Crest House..... | $\frac{1}{4}$ | " | 25 |
| LAUREL HOUSE STATION. Nineteen miles from Phenicia. Elevation above tide water 2067 feet. | Catskill Mt. House P. O., Greene Co..... | Catskill Mountain House..... | $\frac{1}{4}$ | " | 400 |
| KAATERSKILL. Twenty miles from Phenicia. Elevation above tide water 2141 feet. | Hotel Kaaterskill, Greene Co..... | Hotel Kaaterskill..... | $\frac{1}{4}$ | " | 1000 |

LIST OF HOTELS AND SUMMER BOARDING HOUSES

THE DELAWARE & NORTHERN RAILROAD.

ON OR NEAR THE LINE OF

THE ULSTER & DELAWARE MAKES DIRECT CONNECTION AT (UNION STATION) ARKVILLE.

| RAILROAD STATION. | POST-OFFICE ADDRESS. | | Miles from Station. | Terms Per Week. | Accommodations For |
|-------------------|-----------------------------|--|---------------------|-----------------|--------------------|
| | Post-Office. | Name. | | | |
| MARGARETVILLE. | Margaretville, Delaware Co. | Briar Cliff Lodge, G. W. Boyes..... | near | Apply | 50 |
| | " | Wawanda Inn, Mrs. S. S. Bouton..... | " | Apply | 80 |
| | " | Pocantico Inn, Chas. Chapman..... | near | \$8 | 40 |
| | " | Hotel, M. Anderson..... | " | " | 25 |
| | " | Swiss Cottage, G. R. Hewitt..... | " | " | 10 |
| | " | Farm House, Mrs. S. M. Osborn..... | 1/4 | 8 to 10 | 10 |
| | " | Farm House, J. M. Sanford..... | near | Apply | 20 |
| | " | Farm House, Wm. Franks..... | 1/2 | 8 | 10 |
| | " | Boarding House, Emma F. Keeney..... | " | 10 to 20 | 25 |
| | " | East River Cottage, Mrs. O. Hewitt..... | 3/4 | 7 to 10 | 8 |
| DUNRAVEN. | New Kingston, " | Farm House, David Adee..... | 5 | 7 | 10 |
| | " | Brookdale Cottage, Mrs. A. C. Sanford..... | 4 | 8 to 10 | 25 |
| | " | Old Homestead P. G. Yapple..... | 5 | 8 | 6 |
| | " | The Pines, Mrs. G. A. Scott..... | 5 | " | " |
| | " | The Homestead, Ziba Sanford..... | 3 | 7 to 10 | 90 |
| | " | Goldsmere Lodge, Olney Smith..... | 3 | 7 to 10 | 50 |
| | " | Boarding House, Eugene Morse..... | near | Apply | " |
| | " | Farm House, O. M. Sanford..... | 3 | 7 to 10 | 20 |
| | " | Farm House, Mrs. E. W. Stewart..... | 3 | Apply | 12 |
| | " | Knickerbocker Farm, Morris Glickman..... | 1/2 | " | 15 |
| ARENA. | " | Boarding House, H. Waystaff..... | 2 | " | 15 |
| | Arena, " | Hotel Miner, Col. E. Miner..... | near | 8 to 10 | 50 |
| | " | White Cottage, Alex. White..... | " | 7 | 15 |
| | " | Riverside Farm, W. J. Davidson..... | 1 | 7 to 9 | 45 |
| | " | Maple Shade Farm House, B. A. Miner..... | 1 1/2 | 8 | 20 |
| UNION GROVE. | " | Dickson Cottage, Elbridge Dickson..... | 1/4 | 6 to 7 | 15 |
| | " | Tompkins Cottage, Mrs. R. Tompkins..... | near | 6 | 16 |
| | Lew Beach, Sullivan Co. | Farm House, John Hoag..... | 12 | 7 | 40 |
| | " | Hillcrest Farm House, H. W. McDonald..... | 6 | 7 to 10 | 25 |
| | " | Overlook Farm House, Emmet J. Shaver..... | 7 | 10 | 30 |
| | " | Union Grove House, Jas. S. Van Keuren..... | 7 | 10 | 15 |
| | " | Orchard Hill Farm House, Abm. Franks..... | 1 1/2 | 6 | 12 |
| | " | Cold Spring Farm House, J. W. Keator..... | 1 | 7 | 15 |

RAILROAD STATION.

POST-OFFICE ADDRESS.

| AND E S. | Andes, | Post-Office. | NAME. | Mile Rate | Te Per | Ac Date |
|-------------|-------------|--------------|--|----------------|------------|------------|
| | | Delaware Co. | Farm House, Mrs. W. E. Seacord..... | $\frac{3}{4}$ | Apply | 30 |
| | " | " | Mapleside Cottage, Mrs. R. S. Palmatier..... | $\frac{1}{2}$ | \$7 to \$8 | 10 |
| | " | " | Dowle House, Mrs. C. Moore..... | near | 10 to 12 | 25 |
| | " | " | Boarding House, Mrs. D. Mayham..... | " | 8 | 20 |
| | " | " | Mountain Farm, S. R. Seacord..... | $2\frac{1}{2}$ | 5 to 7 | 12 |
| | " | " | Farm House, Isaac Samuels..... | $\frac{3}{4}$ | Apply | 12 |
| | " | " | Farm House, Mrs. John C. Fowler..... | $\frac{1}{2}$ | 7 | 15 |
| | " | " | Boarding House, Mrs. J. A. Gladstone..... | near | 7 | 15 |
| SHAVERTOWN. | Shavertown, | " | Boarding House, Peter Shaver..... | " | 8 up | 10 |
| | " | " | Boarding House, Geo. Rhinehart..... | " | " | 10 |
| | " | " | Farm House, Albert Barnhart..... | " | Apply | 10 |
| PEPACTON. | Pepacton, | " | Farm House, R. D. Medlar..... | 1 | 8 to 10 | 15 |
| | " | " | Farm House, H. G. Shaver..... | $\frac{1}{4}$ | 8 to 9 | 10 |
| | " | " | Farm House, J. W. Shaver..... | 2 | 7 | 10 |
| | " | " | Hotel, C. L. Williams..... | near | 10 | 30 |
| | " | " | Walnut Lodge, C. E. Gray..... | 3 | 10 | 25 |
| | " | " | Purdy House, Mrs. O. B. Purdy..... | 1 | 7 | 40 |
| | " | " | Signor Hall, Mrs. A. L. Signor..... | 1 | Apply | 50 |
| | " | " | Eagle Hotel, E. T. Smith..... | near | 7 | 25 |
| | " | " | Downs House..... | " | 7 to 15 | 10 |
| | " | " | Farm House, Mrs. Margaret Warren..... | " | 7 to 15 | 25 |
| | " | " | Boarding House, Mrs. G. H. Signor..... | $\frac{1}{2}$ | 7 to 15 | 10 |
| | " | " | Farm House, Elmer Pahner..... | 7 | 6 to 8 | 8 |
| | " | " | Farm House R. J. Hotchkiss..... | 2 | 5 | 12 |
| | " | " | Dr. Robert Brittain..... | $\frac{1}{2}$ | 20 | 10 |
| | " | " | Riverside House, Bull & Rowell..... | near | Apply | 10 |
| | " | " | Farm House E. D. Ellwood..... | 2 | " | 10 |
| | " | " | Private House, Ferd Fuller..... | $\frac{1}{2}$ | " | 10 |
| | " | " | Private House, C. J. Holmes..... | near | " | 10 |
| | " | " | Campbell Homestead, H. J. Campbell..... | 3 | 7 | 10 |
| | " | " | W. T. Williams..... | $\frac{1}{4}$ | 6 | 12 |
| | " | " | Moss Glen Farm, Mrs. C. Williams..... | $\frac{3}{4}$ | 8 to 10 | 25 |
| HARVARD. | Harvard, | " | Leafie Farm, H. G. Williams..... | 2 | 7 to 10 | 20 |

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[illegible]

Brigham Young University

RAILROAD STATION.

POST-OFFICE ADDRESSES.

| POST-OFFICE. | | NAME. | | Mile Sta | Tr Per | Acce dual |
|--------------|-----------|--------------|--|-------------|--------------|--------------|
| ANDES. | Andes, | Delaware Co. | Farm House, Mrs. W. E. Seacord..... | ¾ | Apply | 30 |
| | " | " | Mapleside Cottage, Mrs. R. S. Palmatier..... | ½ | \$ 7 to \$ 8 | 10 |
| | " | " | Doyle House, Mrs. C. Moore..... | near | 10 to 12 | 25 |
| | " | " | Boarding House, Mrs. D. Mayhew..... | | 8 | 20 |
| | " | " | Mountain Farm, S. R. Seacord..... | 2½ | 5 to 7 | 12 |
| SHAVERTOWN. | " | " | Farm House, Isaac Samuels..... | ¾ | Apply | 12 |
| | " | " | Farm House, Mrs. John C. Fowler..... | ½ | 7 | 10 |
| | " | " | Boarding House, Mrs. J. A. Gladstone..... | near | 7 | 15 |
| | " | " | Boarding House, Peter Shaver..... | " | 8 up | 10 |
| | " | " | Boarding House, Geo. Rhinehart..... | " | " | 10 |
| PEPACTON. | " | " | Farm House, Albert Barnhart..... | " | Apply | 10 |
| | Pepacton, | " | Farm House, R. D. Medlar..... | 1 | " | 10 |
| | " | " | Farm House, H. G. Shaver..... | ¼ | 8 to 10 | 15 |
| | " | " | Farm House, J. W. Shaver..... | 2 | 8 to 9 | 10 |
| | " | " | Hotel, C. L. Williams..... | near | 7 | 10 |
| DOWNSVILLE. | " | " | Walnut Lodge, O. E. Gray..... | 3 | 10 | 35 |
| | " | " | Purdy House, Mrs. O. B. Purdy..... | 1 | 7 | 25 |
| | " | " | Signor Hall, Mrs. A. L. Signor..... | 1 | Apply | 40 |
| | " | " | Eagle Hotel, E. T. Smith..... | near | " | 50 |
| | " | " | Downs House..... | " | 7 | 50 |
| HARVARD. | " | " | Farm House, Mrs. Margaret Warren..... | " | 7 to 15 | 25 |
| | " | " | Boarding House, Mrs. G. H. Signor..... | ½ | 7 | 10 |
| | " | " | Farm House, Elmer Palmer..... | 7 | 6 to 8 | 8 |
| | " | " | Farm House R. J. Hotchkiss..... | 2 | 5 | 12 |
| | " | " | Dr. Robert Brittain..... | ½ | 20 | 10 |
| | " | " | Riverside House, Bull & Rowell..... | near | Apply | 10 |
| | " | " | Farm House E. D. Ellwood..... | 2 | " | 10 |
| | " | " | Private House, Ferd Fuller..... | ½ | " | 10 |
| | " | " | Private House, O. J. Holmes..... | near | " | 10 |
| | " | " | Campbell Homestead, H. J. Campbell..... | 3 | 7 | 10 |
| HARVARD. | Harvard, | " | W. T. Williams..... | ¾ | 6 | 12 |
| | " | " | Moss Glen Farm, Mrs. C. Williams..... | ¾ | 8 to 10 | 25 |
| | " | " | Leafie Farm, H. G. Williams..... | 2 | 7 to 10 | 20 |



THE
ULSTER & DELAWARE
RAILROAD
AND THE
CATSKILL MOUNTAINS

THE WESTERN EDITION CO., BUFFALO, N. Y.

